

Spokes Action-Update 22.07.26

spokes.org.uk St Martins Centre, 232 Dalry Road EH11 2JG 0131.313.2114 bluesky: [@spokes.org.uk](https://bsky.app/profile/spokes.org.uk)

0. Finding your councillors

In Edinburgh, find your ward & councillors by typing your postcode on [this page](#) [or edinburgh.gov.uk : Council & Committees : Find your Councillor]. Everyone has either 3 or 4 councillors, usually from assorted parties. For any Council, and to find MSPs, you can use writetothem.com.

1. 'Spokes & Me' – our 2026 summer competition – please enter!!

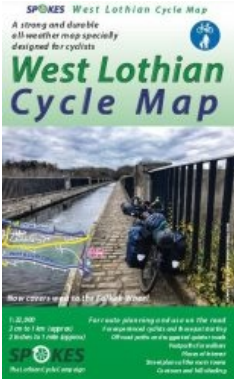
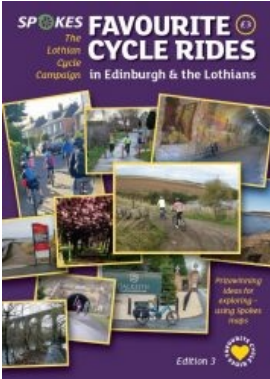
Spokes will be 50 in 2027! So, for our 2026 summer competition we'd like to hear any way in which *you* have benefitted from Spokes being around – recently, ages ago, or through the years

- Maybe you bought one of our super maps and used it to devise a great commuter route, or for a brilliant weekend bike ride
- Maybe you cycle across the Meadows every day, enjoying the car-freeness and the cherry blossom, not even knowing that it was illegal until an arduous years-long Spokes campaign way back in the last century!
- Or maybe you are a dedicated campaigner who has been involved in loads of Spokes activities in the past – or now – and helped make a small contribution to a better world
- Whatever your connection, big or small, Spokes member or not, if you are reading this, we'd love you to enter!

For full details and how to enter, see the [Spokes website 8 July 2026 blog](#)

PRIZES – *Note that this is the 2025 prizelist.* The new 2026 list, with a few differences, will be published soon
Top prizewinner gets first choice of prizes, and so on till all prizes allocated. Runner-up entries which don't win a prize will get to choose a free Spokes map or buff

- [Museum of Scottish Railways \(Bo'Ness\)](#) Family annual pass to the extensive museum
- [Bo'Ness & Kinneil Steam Railway](#) Family ticket for one return trip
- [Lanterne Rouge bike cafe, Gifford](#) £20 voucher + Blue/white no-plastic [Africap](#) from Sierra Leone
- [Edinburgh Festival of Cycling](#) Urban Arrow Cargo-bike day hire
- [Ember Bus](#) [takes 2 bikes] £50 bus tickets credit
- [Edinburgh Bicycle](#) £50 voucher
- [Camera Obscura](#) Family ticket
- [Harts Cyclery](#) One-week ebike hire
- [Spokes](#) £1000 voucher* towards a cargo-bike
- **RUNNERS-UP** [Spokes map](#) or [Edinburgh map-buff](#)
- [Laidback Bikes](#) Recumbent tour or cargobike hire
- [Rosebean cafe](#) or [Dower House cafe](#) £10 voucher
- [Cameo Picturehouse](#) Tickets for 2
- [Spokes](#) Set of all 4 Spokes maps
- [Spokes](#) £200 voucher* towards e-bike purchase

 Spokes maps	 1983: Meadows opening	 Spokes Bulletins	 Spokes Competition result!
 Spokes stalls, this one at a Leith bike route opening in 2026	 Our first cargobike grant	 Spokes traffic counts	 Waverley die-in to protest about new bike-carriage fee, £6 return even Slateford to Haymarket! (1993)

2. Dates for *your diary*

* = with Spokes stall. *Come along and say hello – or email us to offer help!*

July 25 **Critical Mass**

*Sept 9 **Spokes AGM** and discussion of becoming a SCIO

The 2026 Spokes AGM will be held in the Studio at the Augustine United Church (below the Sanctuary where we have our public meetings) on Weds 9th September, evening. As well as standard AGM reports on activity and finances, members will consider whether Spokes should become a Scottish Charitable Incorporated Organisation (SCIO) and therefore change from being a constituted organisation to a charity.

There will also be a short performance about cycling and a discussion about Spokes priorities. More information about the AGM and the SCIO proposal will be sent out to members in advance of the AGM.

Contact – Ian Maxwell, email imaxwell@gn.apc.org

*Sept 16 **Cycling Scotland conference**, Perth

*Nov 19 **Spokes public meeting, Cycling & Public Transport**

We have speakers on a variety of public transport issues, which will be followed by our usual one-hour QA. We hope the meeting will be positive, instructive and inquisitive, with an audience full of constructive ideas and useful suggestions, rather than the QA being a series of complaints!

Scotland's Railway: John Lauder (who is also former Sustrans Scotland director) will describe the [Railway for Everyone](#) project, which seeks to improve access to stations and to trains, for walkers, wheelers and cyclists

Lothian Buses: A speaker from [Lothian Buses](#) and possibly Edinburgh Trams will tell us about their driver cycling-awareness training and discuss bus/bike interaction on the roads

Tram Trains for Edinburgh: Rob Falcon will describe the [TTfE proposals](#) to re-open the South Suburban Railway to tram-trains, which could also use Edinburgh's tram network, and how to maximise the project's potential benefits for bike travel, which could include new bike route connections. Government funding for a TTfE feasibility study has been promised. Incidentally, a small Spokes subgroup hopes to submit suggestions for bike route connections to all the proposed stations – we'd welcome ideas from members who live near or are familiar with any of the locations.

REGULAR EVENTS [*check before attending, and tell us of any changes*]

Tuesdays 5-6.15pm UK cycle campaigners '[Active Travel Cafe](#)' via zoom. News, speakers & discussion

Tuesdays & Thursdays [Edinburgh Dawn Patrol](#) Markus Stitz, founder of [BikePacking Scotland](#), runs early-morning rides, leaving St Andrew Square west gate at 5.40am, ending at Wellington Coffee

Wednesdays 3pm-9pm [Bike Kitchen](#) Fix your bike with help from qualified volunteers at [Edinburgh Tool Library](#)

Thursdays 5-8pm [Bike DIY repair](#) at the Wee Spoke Hub [tools and advice provided; book in advance]

Fridays 2-4pm until 30 October. Easy rides from Bridgend Farmhouse. admin@bridgendfarmhouse.org.uk

Saturday 2pm – last Sat every month except December – [Critical Mass community fun ride](#), also making a point

Saturday 10am – first Sat every month March-November – [Livingston 20-milers](#) relaxed, sociable not-fast rides, with trained ride leaders, mainly Spokes members, exploring in Livingston and the countryside around.

3. Local cycling / active travel issues

3.1 Paths harassment

"Got attacked by a pack of children on the cycle path by East Drylaw Park. Hit me with sticks and kicked my bike trying to knock me off. It was my cargo bike so I put it in full power and cycled off. They also hit a runner who was going the other direction. Saw on Facebook that they'd also attacked a father and daughter, a male cyclist and an elderly cyclist. I reported it to the police. So did at least one of the other group." [Reddit conversation](#)

Following an apparent rise in harassment on the North Edinburgh paths, the police have increased uniformed and plain-clothes patrols on the paths, also warning path users to "*consider personal safety advice*." Cllr Hal Osler then raised the issue at a full meeting of Edinburgh Council, as a result of which [a workshop is to be held](#) [date not known] with council officers, police, community councils, groups such as Spokes and Living Streets, and others.

If anyone has suggestions as to how these problems could be tackled, or experiences to share, which we could raise at the workshop, please email Spokes.

3.2 Primary Cycle Network

Our [June 4 Action-Update](#) [6.2] described the build-outs on Gilmerton Road, blocking the kerbside cycle lane, which forms part of the Council's 'Primary Cycle Network.' To pass the buildouts, cyclists are now expected to enter the main traffic stream on a 30mph road which is often busy. Spokes has received several complaints from people who use the bike lane regularly, and indeed one who crashed into the buildout and went over the handlebars, though fortunately without serious injury.

Our Planning Group has been following this up with officers and councillors, including with a FOI request for the background. There have been no significant changes yet, but a 'stage 3' safety audit is now to be conducted, after which officers will decide what action if any to take.

Primary Cycle Network

Back in 2024 Edinburgh Council outlined a new policy that the city's *Primary Cycle Network* would largely comprise segregated bike lanes on main roads – "*these are usually the most direct, flattest and socially safe routes.*" For more on the Primary Network, see [Spokes Bulletin 140](#), p8. **However, we are now very concerned as to what this means in practice.**

- *No criteria have been given by the Council on what standards the Primary Network should meet. Forcing cyclists into the main traffic lane should be a complete no-no, yet that has been done here.*
- *How widely in the transport section is the policy known? Surely any scheme, by any part of the Council, which impacts on cycle facilities should be discussed with the Active Travel team? We suspect that does not always happen.* This scheme was initiated as an upgrade from an existing Pelican crossing to a Puffin crossing and, as we understand it, was designed and built by the signals section of the department. Being an upgrade no consultation, apparently, is required, but, most important, did the active travel team have any input? – we suspect they did not.
- Until the above two points are addressed, the 'Primary Network' risks a continuing series of blackspots like this, which could deter many novice, nervous and/or family cyclists from using the route at all.

If this concerns you, ask your councillors what standards the Primary Cycle Network is expected to meet, and how the Council will ensure that this is taken into account in all road works and changes affecting the network (and, indeed, affecting any cycle facilities) by whatever section of the department or the Council.

3.3 Powderhall railway path ?

A [campaign has been launched](#) to put new momentum behind plans to convert the disused Powderhall rail line into a walk/ wheel/ cycle path between Lochend Park and St Marks Park, linking East Edinburgh into the North Edinburgh network.

At the Holyrood election, surprisingly, the SNP put support for this very local scheme into their Scotland manifesto. However, although local SNP MSP Ben Macpherson has expressed support for the scheme, and

for the new campaign, there is no sign of new government funding. Council funding is probably unlikely in the near term, as the path would be competing with other active travel projects. There is also the slight possibility of volunteer work to do a basic (non-tarmac) initial conversion – as Spokes did long ago for the 1km '[Pilton Path](#).'

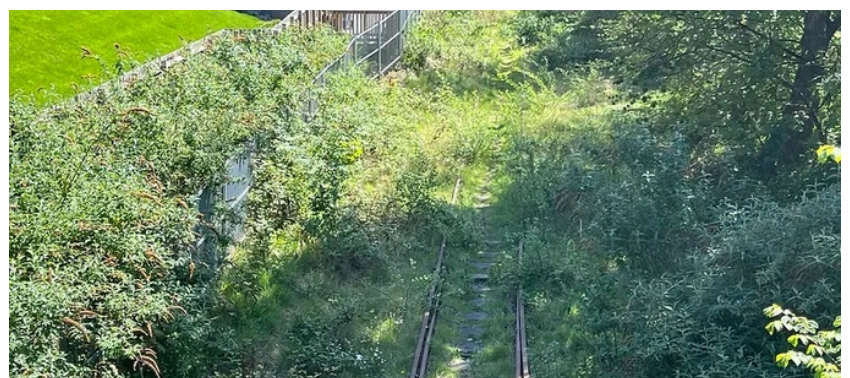
The other holdup is ownership – Network Rail owns the land. However, they have confirmed in a FOI response to the new campaign that there are no intentions to reinstate rail use, and that they are "*in discussion with Edinburgh Council about a sale for an Active travel project.*"

If you live in Ben Macpherson's constituency [[Edinburgh North Eastern and Leith](#)] please [contact him](#) to ask what he is doing to ensure the negotiations are completed soon, and that government funding will be available, given support for the project in the SNP [Holyrood manifesto](#). *Note: Ben is only likely to follow up if you are a constituent.*

If you live elsewhere, but would use the route, do email [your own MSPs](#).



Gilmerton Rd buildout pic: G McIntyre



Picture from the Powderhall campaign website

4. Spokes news & help needed

4.1 Spokes Office Manager

We are looking for a new volunteer to take over the role of office manager for Spokes. This is a crucial central role, flexible, variable and interesting, and working with the Spokes team of active volunteers.

The current office manager, Anne, has done a great job for the last few years, but will still be around as a Resources Group volunteer, and happy to give advice and answer questions. Anne reckons it takes roughly two hours per week, sometimes more often less.

It might be an advantage to live reasonably close to the office, which is in St Martins Centre, Dalry Road, or to have easy access to that area

The main tasks are:

- Visiting the office in on a fairly regular basis – once a week if possible. Other helpers can cover during holidays or similar
- Liaising with the Centre's admin staff in relation to office access and rental
- Dealing with the post [which is now very limited, due to electronic communication]
- Processing postal memberships (new and renewals)
- Processing any postal requests for maps, buffs or other materials
- Keeping the office supplied with maps, leaflets, and other resources
- Giving other volunteers access to the office to collect supplies of maps etc
- Dealing with any emails arriving at the office email address. Note that this is *not* the main Spokes enquiries address, which is dealt with by someone else. The office email address is shared with one other helper, Celia, who handles any map orders arriving by email.
- Joining the Resources Group (Zoom meetings approx every 4-6 weeks). *This is important* to keep in touch with other helpers as well as to discuss any office issues and know what is going on in general
- Helping with other Spokes events such as the annual competition, meetings etc

If you are interested in this role please contact Anne Douglas on office@spokes.org.uk for more info and a chat.

4.2 Spokes AGM & SCIO proposal

The 2026 Spokes AGM will be held in the Studio at the Augustine United Church (below the Sanctuary where we have our public meetings) on the evening of Weds 9th September. As well as the standard AGM reports on activity and finances, members will consider whether Spokes should become a Scottish Charitable Incorporated Organisation (SCIO) and therefore change from being a constituted organisation to a charity.

There will be a short performance about cycling and a discussion about priorities for the organisation.

More information about the AGM and the SCIO proposal will be sent out to members in advance of the AGM.

Contact – Ian Maxwell, email imaxwell@gn.apc.org

4.3 Bluesky

Please check out these recent Spokes Bluesky posts, and re-post any you think deserve further coverage

- [Spokes 2026 competition](#)
- [City Plan – ideas consultation](#)
- [E-bike compliance and safety](#)
- [10-year anniversary of Edinburgh's 20mph area-wide rollout began](#)
- [SUV size growth increasing pedestrian deaths likelihood in crashes](#)
- [Clubbiedean Big Puddle, featured in 2025 Spokes comp, is no more](#)
- [French wildfires affecting Tour de France](#)
- [Dept for Culture, Media & Sport leaves X](#)
- [Kings Theatre area active travel improvements, part of Meadows-Canal route](#)

5. Snippets

5.1 E-Bike Compliance and Safety

E-bikes have [transformed](#) cycling opportunities in recent years. Cycling becomes more realistic and attractive for anyone who finds riding a push bike difficult. Cargo bikes carrying children or heavy/bulky loads are also far easier to use if they have a battery and motor, and this has enabled these cycling purposes to flourish.

Unfortunately, more recently, two issues have attracted wide public and official concern – battery fire risks, and the illegal use on the roads of modified bikes with motors which do not cut out at 15.5mph (and are therefore no longer then legally classified as e-bikes). It is difficult or impossible for the average person to know if a given machine is both safe and legal, and as a result the term ‘e-bike’ has lost much of its positivity in public discourse, whilst bike parking/storage of all e-bikes is increasingly banned by employers, landlords, transport operators, etc.

But now the cycling industry is starting to catch up to try and alleviate some of the problems...

- The [E-Bike Positive](#) scheme has been launched by the Bicycle Association (BA) and the Association of Cycle Traders (ACT). The scheme certifies [brands](#) as legal and safe. [Retailers](#) can also apply to be accredited and have to commit to “sell exclusively safe and road legal e-bikes, and stick to high standards of industry best practice when it comes to safe and road legal servicing, repairs and supply of spare parts.”
- [New guidance](#) from the [Bicycle Association](#) and the [Motorcycle Industry Association](#) enables the police and others to understand very clearly which category any given ‘bike’ falls into. It uses flow charts to clarify whether an electrically-assisted pedal machine is to be treated as a bicycle or moped or motorbike. **The guide lists the three key requirements laid down in [official EAPC guidance](#):**
 - propulsion by pedals
 - having an electric motor rated as less than or equal to 250W continuous power
 - motor assistance cutting out at a speed of more than 15.5 mph.

E-BIKE POSITIVE

There is a longer version of this article on the Spokes website [here](#). Please also repost our [bluesky](#) of the article.

5.2 SUVs

There is increasing [coverage](#) of the dangers posed to pedestrians, particularly children, and cyclists, by the growing numbers, sizes and bonnet heights of SUVs, particularly in our towns and cities; quite apart from the takeover of yet more roadspace, with many ‘cars’ now unable to fit into a standard-sized parking space.

Whereas a pedestrian hit by a traditional car shape and size often ended up on and over the bonnet, albeit with serious injuries, they are now increasingly likely to be knocked to the ground and run over. A 10cm bonnet height increase from 80 to 90cm brings 27% greater chance of death for pedestrians run over.

Particularly concerning, however, is [recent research](#) suggesting that giving people the facts about the dangers of SUVs has almost no impact on decisions whether to buy one. Perhaps this is not so surprising: the apparent immediate benefits to oneself often take precedence over more hazy and generalised risks to wider society from one's actions, as for example, with frequent flying, or with smoking.

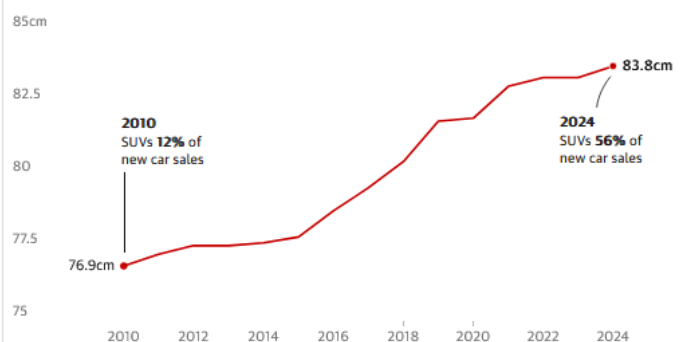
The only effective way to reduce the public dangers appears to be financial or other (dis)incentives, as some [other countries have already done](#). In Paris, the mayor has introduced weight-based parking surcharges, whilst purchase taxes for heavy vehicles in many European countries are much higher than the UK. Advertising of such vehicles could also be limited, as was done for tobacco as its dangers became increasingly public.

The Mayor of London, Sadiq Khan, is considering [charging SUV drivers](#) in the capital, after Transport for London (TfL) research claimed they created “intensifying risks across London”, with SUVs much more likely to kill a pedestrian than smaller cars if involved in a collision.

You might like to suggest to your councillors something similar locally?

Average bonnet heights are rising for new cars in Europe

Height in cm for cars sold in UK, EU and Norway



Guardian graphic. Source: Transport & Environment

5.3 Scottish Government - active travel funding

Spokes has signed up to a joint letter to Stephen Flynn, Cabinet Secretary for Transport in the new Scottish Government following the Holyrood election earlier this year. [The letter](#) calls on the Scottish Government to:

- Prevent any further cuts to the active travel budget and reinstate its previous commitment to increasing investment to 10% of the total transport budget
- Provide timely funding decisions and greater budget certainty for delivery partners
- Reinststate multi-year funding arrangements to support long-term planning and delivery
- Recognise active travel as a vital investment that delivers benefits across transport, health, climate, economic growth and tackling inequality.

Most local authority investment in active travel comes from government funding, so this really matters for schemes in Edinburgh, whether Meadows to George Street, Portobello to Musselburgh, extension of A8 CCWEL to Corstorphine, and many more in coming years.

If this matters to you, please ask [your MSPs](#) to raise these issues with the Transport Secretary and with their party's own Transport shadow minister.

5.4 UK Government – active travel funding & strategy

Just a few weeks before the change from Starmer to Burnham, the UK government published an exciting new [Cycling and Walking strategy](#), prepared by Active England under National Active Travel Commissioner [Chris Boardman](#). The new strategy came with a promised [£4.5 billion budget](#) over the next 5 years. Transport Secretary Heidi Alexander MP (who retains her position in Andy Burnham's cabinet) recognised the multi-factorial benefits of cycling investment...

"This is about creating healthier communities, helping households keep more money in their pockets and building a transport network that works better for everyone."

Whilst this only applies to England, it sets a context for the Scottish Government. Also, as we understand it, this also means parallel 'Barnet Consequential' funding will be coming to Scotland, although the Scottish Government has complete discretion in how to use it, not necessarily even for transport.

Please consider asking your MP (not MSP) to urge that the Burnham government commits to continuing this policy and funding, given the implications for Scotland, as well as any connections you may have with England.

5.5 Princes Street fire

The Princes Street fire, and the resultant closure of Princes Street for an extended period, has several relevancies to bike travel...

- The Council has recognised the flexibility of cycling in emergencies, able to get easily where other forms of transport are unable, or are congested. To help people get around, therefore, [200 additional Voi bikes](#) are being introduced, together with additional parking spots, in Leith and Central Edinburgh
- Councillors and others are asking if there are lessons for the ongoing discussions on the future of Princes Street and George Street – how can the streets be designed to cope with future minor or major disruptions affecting transport? Could this help bring a [Princes Street](#) rethink including making it more bike-friendly?

6. Small ads [free to Spokes members in these circulars]



Please respond as an individual to all consultations that concern you. And copy to Spokes, to aid our central response. We'd also appreciate volunteers to do initial draft Spokes responses, ideally joining our Planning Group

7. Consultations – very few this time, so please respond to any that matter to you here!

7.1 Lawnmarket Area Experimental Order ETRO/25/23 – **closes 22 August**

An [experimental scheme of traffic restrictions](#) has been in place for some months, making the Lawnmarket area a lot more pleasant for walking and cycling. This includes banning motor vehicles between 10.30am and 7.30pm Monday to Saturday and 12.30pm and 7.30pm on Sundays. There are also restrictions on Johnston Terrace where larger vehicles are prohibited, and coach parking removed.

The official reasons for the scheme are...

to restrict vehicle access to Lawnmarket during peak times to improve pedestrian safety, accessibility, and the overall environment

Lawnmarket attracts high visitor numbers year-round, with over 5,000 people per hour in summer weekends. The narrow pavements often force pedestrians and wheelers onto the road, posing safety risks and reducing accessibility. Historically, the street has been open to vehicles, including coaches, tour buses, and taxis, except during the summer festival.

Since 2019, trials have shown that vehicle presence, particularly large vehicles, continues to cause safety and accessibility issues. Limiting vehicle access during busy periods is seen as the best way to create a safer, more comfortable space for pedestrians, cyclists, and other vulnerable users.

The order aims to test this measure's effectiveness in enhancing safety and quality of the public realm.

If you would like the scheme to be made permanent – and/or enhanced – please respond by using the 'Respond to Consultation' button at the bottom right of the above-linked page. Or email TRO.Consultations@edinburgh.gov.uk quoting reference ETRO/25/23. There will be opposition, so your support matters!

If you have queries about the Order, email trafficorders@edinburgh.gov.uk.

7.2 Edinburgh City Plan 2040 – Ideas consultation – [website & online survey](#) – **closes 30 Sept**

The City Plan is an important document which lays out intended changes of use to land and related policies across the city, including transport uses. The Council has now embarked on the long process of preparing its next, 2040 City Plan. Links to the existing City Plan 2030 and the developing City Plan 2040 are on [this Council web page](#).

The first stage was an 'Evidence Report' which includes a massive amount of detail on the Council area as a whole and of individual wards – including, for example, an active travel map for each ward. See our [bluesky](#) for links and a couple of example extracts from the report.

The second stage, now underway, is the **Ideas consultation** above, open to individuals and organisations until September 30.

On the website above you can submit your ideas for places such as buildings, streets or neighbourhoods – for example you could suggest a local shopping street you use and say how you think it should be changed to prioritise walking, cycling and sitting. You can also suggest **policies** affecting places, anywhere in the city, or city-wide – for example you could suggest that all new developments, from shops to housing, should include secure bike parking or storage if not already available nearby.

If you belong to a community organisation, they could make a submission about issues of local concern.

Please also repost our [bluesky](#) about the consultation.

7.3 Midlothian Local Development Plan (MLDP2) – [website](#) – **closes 25 September**

This is Midlothian Council's equivalent of the above Edinburgh City Plan. However it covers the earlier period, 2027-2037; and it is at a more advanced stage than Edinburgh's..

The consultation asks you to comment on a whole range of proposed policies (such as [Sustainable Transport](#) and [Town Centres](#)), site briefs and Place statements, and **you can respond to any that concern you**.

8. Local councils - Active Travel websites + Cycle/AT Forums

- **Edinburgh** – [main page: Cycling & Walking page](#) / there is no Cycle Forum
- **East Lothian** - [main page: East Lothian on the move](#) / [AT infrastructure](#) / To attend the occasional council AT/Cycle Forum [usually held in-person] email cmilne@eastlothian.gov.uk
- **Midlothian** – [main page: Walking, cycling, horse riding](#) / [active travel map](#) / To attend the (new in 2026) online council AT/Cycle Forum, email Thomas.Quayle@midlothian.gov.uk
- **West Lothian** - [Enquiries and comments about new roads, footpaths, cycle routes](#) / [current projects and completed consultations](#). To attend the online AT/Cycle Forum (which is run by WL Climate Action, but includes a council officer), email jocelyn@wlcan.scot
- **SEStran** (South East Scotland regional transport partnership) – [People & Place, projects & grants](#)

COUNCIL CYCLE FORUMS [generally open to anyone interested, living in the council area]

- **East Lothian** [usually in-person] For next date email cmilne@eastlothian.gov.uk
- **Midlothian** [usually online] For next date email Thomas.Quayle@midlothian.gov.uk
- **West Lothian** [usually online] For next date email jocelyn@wlcan.scot

9. Keeping in touch

- ★ Remember to check out our **website** every so often www.spokes.org.uk
- ★ We are active on **Bluesky** [@spokes.org.uk](https://bsky.app/profile/spokes.org.uk) Follow us, and repost posts that you support. *Note: There's a guide to migrating (eXiting!) from X to Bluesky [here](#).* And, if you are an organisation, remember to change any references to your X account on your website and all other platforms that you use.
- ★ If you use **Facebook**, please like, share, etc the [Spokes Facebook page](#)
- ★ To campaign effectively Spokes needs as many supporters as possible. If you are not already a member and you like what we do, go to www.spokes.org.uk/membership.

10. More & future consultations – *Check council, government, and other sites*

- ◆ **Edinburgh** consultationhub.edinburgh.gov.uk
- ◆ **Edinburgh** [Edinburgh traffic orders](#)
- ◆ **East Lothian** www.eastlothianconsultations.co.uk
- ◆ **Midlothian** www.midlothian.gov.uk/directory/33/consultations/category/182/categoryInfo/38
- ◆ **West Lothian** www.westlothian.gov.uk/consultations
- ◆ **Scottish Government** consult.gov.scot
- ◆ **Transport Scotland** www.transport.gov.scot/consultations
- ◆ **Scottish Parliament consultations** yourviews.parliament.scot/consultation_finder
- ◆ **Scottish Parliament petitions** petitions.parliament.scot
- ◆ **UK government consultations** https://www.gov.uk/search/policy-papers-and-consultations?content_store_document_type%5B%5D=open_consultations&order=most-viewed
- ◆ **Just in case...** Transform Scotland keeps an updated page of current transport-related consultations... transformscotland.org.uk/whats-new/action-alerts Check it out in case there's anything important that doesn't appear in the website addresses above (there often is!)
- ◆ **Spokes website** We have a page of particularly relevant consultations www.spokes.org.uk/consultns