

Agenda/notes of Spokes Planning Group meetings

27th July 2026 - 19:30

Zoom link: <https://us06web.zoom.us/j/82527616002?pwd=6fkrDubxvhESIYskB7czrUZIYogCay.1>

Attendees: KT JR RA MM

Apologies: AR

Welcomes & Apologies

Admin

PG mailing list / group distribution / Calendar Events

Ken now on GoogleGroup 

Transport and Local Access Forum: TBC

Next TEC: 10th September 2026 [HERE](#)

Next TROSC: 11th September [HERE](#)

Next CEC Meeting: TBC [HERE](#)

Latest [Edi.Bike](#) newsletter

SPOKES SCIO:

- Planning Group putting forward a trustee if Spokes becomes a SCIO. Contact Ian Maxwell.

TEC matter / deputations:

- None this month
- Note the next TEC (10 Sept) is expected to have the major reports on (1) tram future and (2) Princes St/George St, so availability for deputations may be useful. Also, remember our counts people are planning a bike count PrincesSt/GeoSt on 4 Sept - Robbie involved. Obviously can't go ahead if the fire closure continues..

Updates/ongoing

Construction projects:

- Summerhall - two stage turns - [debate](#) & [Wheels for Wellbeing](#) info
- West Shore Road - junction addition
- West Edinburgh Link
 - First phase largely complete. No news on funding for following phases as yet.
- Elm Row/TtN Mitigation Measures
- [Queensferry High Street](#)
 - Phase 2 underway
- Charlotte Square Interim Scheme
 - Still no progress here.
- King's Theatre (Meadows / Canal)
 - Complete - theatre now open & cycle parking being reinstated
- South Gyle Road bridge - now open but not 'finished' also link to Gyle Path still not easy
- Heriot Watt / Union Canal to Edinburgh Park underway
- RBS / Gogar Station Road works on going
- Edinburgh Park Arena - delay and QR9 diversion

Consultations

- Trams from Granton to Edinburgh BioQuarter [consultation](#) / [website article](#)
- [Craigmillar and Niddrie Connections](#) - submitted. Thanks Niall
- Barnton Connections results report [online](#)
- St Andrew Square - initial meeting on Thursday 18th June - Niall and Martin attending - [my initial thoughts](#) seemed to gain agreement **MM to send comments**
- [North Edinburgh Connections](#) - submitted by NA. Thank you. EB send to NEAT.
- Arboretum Place - no update?
- Canaan Lane (one way cycle exemption but footway widening) response received and Meeting with School Reps held.
- Cameron Toll Future <https://camerontollmasterplan.co.uk/> CameronToll@cbre.com
JR to check
- Old Town Streets ETRO/25/34 - Lawnmarket - closes 22 August
 - AR to respond positively since no other comments were received
- Glenfinlas St / St Colme St - pedestrian crossing - **EJ update? MM**
- Powderhall Railway - new campaign launched
- 7-7-7 bus lanes ETRO/26/16 - Alex had written about the west section of the experiment. Any reply? No reply. AR to chase. Route of the 44 bus.
- City Plan 2040, latest stage - '[Ideas Consultation](#).' Closes 30 Sept. Opportunity for submissions on any **place** or **policy** we think particularly important. Also [Evidence report](#) based on 1st stage consultation, includes loads of useful info. Links to both [here](#).
 - Pentlands to Porty and any other

Ongoing issues:

- Princes Street Fire
 - Waverley Valley / Princes Street - Workshop
 - George St future...
- Meadows - George St
 - RSO called into Scottish Ministers + Public hearing for meeting not going ahead (delayed) June: AR *McD: Now back to the drawing board!!!* **AR check email**
- Festival Events / Advertising issues
- Tram e-bike ban (all year) - note Ian Maxwell is discussing this with Edinburgh Trams, for Spokes, so liaise with him if any suggestions
- Gilmerton Road pelican crossing 'upgrade' build out into unidirectional cycle lanes - still no change. FOI [info](#) received. MM - Primary Cycle network design standards. JT - bus speed and follow up to Ward Cllrs after FOI info - 20mph permanent



Sign seen in Wales (not in Edinburgh)

- Myreside - Planning route safeguards - complaint escalated to stage 2 and due August
- Torduff / Cubbiudean reservoirs - access still possible - bridge closed to cars only.
- Leith Connections - Edi.Bike & Handcycle issues - update? Bus stop reopened on Grt Jnctn St. Chase - Cllr Chas Booth arrange a visit. **KT & MM**
- Voi Cycle Hire Scheme - Meeting? 28th May
 - Expansion & other issues - Murrayfield Voi / manned docks like London for large events
 - Fleet expanded to 1000 bikes linked to reduced transport in Leith. Expansion due across the city during Summer (Gorgie/Portobello mentioned).
 - Added no cycle zones added at St James Centre & George Sq.
- Roadworks & Cycling Safety
 - Complaint regarding toucan crossing closures
- Craigiehall estate (formerly the HQ of the Army in Scotland) - *JR to give summary for next meeting (date tba!)*
- Porty Junction - updates - **MM to contact road safety team leader**
- Silverknowes
 - Road resurfacing for reopening August
- TdF 2027 in Edinburgh - **EB chase again**
- Curriehill Station Link - no news
- Scotrail / Network Rail Scotland - **JR to check with Charles**
- Anti-social behaviour on NEPN & other active travel paths

Other transport / LA's

- Midlothian
- East Lothian
- West Lothian

Planning

- CityScope [Link](#)
- [Bioquarter](#) mixed use development bioquarter@ryden.co.uk - funding through Section 75 agreement?
- Pentlands to Porty

AOB

- Spokes Competition 2026 - please [enter](#) & [publicise](#)
- Email re Heritage Grange [subject line: *Request for support – Heritage Grange active travel, pedestrian safety and accessibility*] - is it possible to send a brief reply, even if just to say we don't have capacity to get involved. I also thought it raised a more general question in similar cases: who is responsible for the 'promised' cyclist routes
- R5.3.198: Proposed 30 mph Speed limit on Section of A766 Carlops Road, Midlothian - **JR supported**
- The Causeway being implemented
- Floating bus stops - Leith Grt Junction & Haymarket CCWEL

Next Meeting - 07.09.2026

(August break & next TEC is 10 September 2026 10.00 am)

5.3 Signal-controlled junctions

Two-stage right-turn layout

A two-stage right-turn layout allows cycle users to turn right without having to move to the centre of the carriageway and can be beneficial on multi-lane approaches where motor traffic speed and volume make right turning from the road carriageway unattractive for cycle users. Signs located on the junction approaches and based on the map-type sign to *TSRGD Diagram 2601.2* should be considered. As noted in *Traffic Signs Manual Chapter 6*, two traffic signs to support a two-stage turn layout have been designed, although these will require authorisation.

The layout incorporates a waiting area for cycle users that is offset from vehicle movements on the main road arm and ahead of any stop lines or crossings on the side road arm. This is illustrated in Figure 5.15.

The right-turning arrangement for a cycle user is as follows:

- Cycle user enters the junction when their approach arm is given a green signal
- Cycle user pulls into the nearside waiting area, located within the side road arm, and waits
- When the side road arm is given a green signal, the cycle user is permitted to complete their turn across the junction
- Where "early release" phasing is incorporated, the cycle user can complete the right turn before motor traffic from the side road arm receives its green signal.

The right-turning cycle user in the waiting area is reliant on a secondary signal, located across the junction at the arm into which they are turning. It is essential that this signal is at a high level and clearly visible to the cycle user.

An early release signal can be beneficial in ensuring that the right-turning cycle user can complete their turn before motor traffic enters the junction. An "early release" is a green signal for cycle users that allows them to move off before other road users on the same arm of the junction.

This gives cycle users an advantage over other traffic to negotiate the junction and to make their intentions clear to drivers and other road users behind. An early release can be incorporated by providing the green cycle aspect prescribed in *TSRGD diagram 3001.4*, by low level cycle signals in *TSRGD diagram 3000.2A*, or both.

Two-stage right turns are often provided in conjunction with 'hold the left turn' layouts.

This layout involves a greater degree of cycle user and motor traffic interaction than protected signal-controlled junctions. It is therefore less preferable and may not be attractive to less-experienced cycle users. It may be considered where constraints mean that the higher provision of a protected junction cannot be reasonably accommodated.

5.3.8	The layout should provide sufficient space to allow cycle users to enter the waiting area and then position themselves correctly for their second stage.
5.3.9	The cycle waiting area should be completely offset from the traffic and cycle lane running parallel to it.
5.3.10	The cycle waiting area should be capable of accommodating a design vehicle 2.8 m long by 1.2 m wide and the total number of cycle users that are expected to make the turn within each signal cycle at peak times.
5.3.11	The waiting area should be highlighted by providing a contrasting colour treatment.
5.3.12	Where early release is incorporated, the far-sided secondary signal should turn to green at the same time as the low-level cycle signal for users waiting behind the stop line within the same arm.

<https://www.transport.gov.scot/media/un3px2bj/cycling-by-design-2026.pdf>