

Response ID ANON-PA1N-7G39-T

Submitted on 2015-08-04 21:26:36.853708

Evidence

Questions about you:In order for the evidence to be analysed and taken forward by the Inquiry we will need some further information about you and / or your organisation. Please note that all evidence submitted to the Inquiry may be published at any point during the Inquiry or when the Inquiry Report is issued. If you are responding as an organisation your full details will be published. If you are responding as an individual your name will be published, but your address will only be published if the Inquiry considers this to be relevant to the evidence submitted.

Organisation Name (if applicable):

SPOKES The Lothian Cycle Campaign

Surname:

Maxwell

Forename:

Ian

Postal Address:

[REDACTED]

Postcode:

[REDACTED]

Phone:

[REDACTED]

Email:

i [REDACTED]

Are you responding as an organisation or an individual?

Organisation

Does your evidence relate to a particular period of time?

No

If yes, what period?:

Does your evidence relate to a particular event or activity?

No

If yes, please explain what the event / activity was.:

We are particularly interested in:• How you found out about what was happening, and how informed you were throughout the project• What did you think would happen• What actually happened• What were the effects if any, on you (or your organisation) at the time of the project• What if any, were the on-going or longer-term effects on you (or your organisation). Please write your evidence here.

We are particularly interested in:

Although Spokes was involved at all stages, and continues to have liason meetings with the Council and Tram operators, we often had to work really hard to have our views taken into account. For instance, we raised the issue of warning signs for cyclists at the approach to tram lines well before construction started, and invited [REDACTED] from Nottingham to a meeting with tram and council people at a very early stage. [REDACTED], who had been closely involved with the Nottingham tram project and the implications for cyclists, raised the issue of warning signs at this stage, and mentioned that special signs had eventually been agreed by DTP for use in Nottingham. But such signs still haven't been used in Edinburgh, and it was only after a number of cyclists had accidents on tram lines during construction that temporary yellow signs were installed.

The effect on cyclists of failures in the line design, primarily the very narrow crossing angles at various locations, plus the poor overall layout at Haymarket and the West End, have resulted in a large number of cycle accidents on tramlines. Better warning signs, improved layout of tramlines at crossing points and clearly marked routes at places where narrow crossing angles are unavoidable could have significantly reduced the frequency of cycle accidents.

I have uploaded the Dutch consultants report in connection with our submission on issues, and a coroners report from Croydon and council response in connection with our points on cycle safety. Fortunately there has not been a fatality so far in Edinburgh, but ther have been a large number of accidents, some serious.

Do you have any documents which you think it would be useful for the Inquiry to see?

Yes

Details of documents:

Consultancy report by Hans van der Stok

Upload documents:

de-Klerk-2014-0448.pdf was uploaded

Upload documents:

3533 response attachment CoronersLetter.pdf was uploaded

Upload documents:

No file was uploaded

Upload documents:

No file was uploaded

Upload documents:

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Are you content for the Edinburgh Tram Inquiry team to contact you again in relation to this evidence?*

Yes