

Belle's View



Hi fans

Well! Once again into the season of mists and mellow fruitfulness, but no mellowing out for me, with all the exciting happenings that have been going on in the teeming frenzy that is swinging Broughton and Bellevue!

Joey D, with his enormous platform boots, fake-fur furniture and other assorted funky gear has now moved his innovative shop into Broughton Street. So much more convenient – now you can slip in while on a Broughton Street pub-crawl!

A super new disco-dancing emporium has opened up at 14 Picardy Place, for all you late-night party animals out there (grrrrrrrrrr, down tiger!). Don't Stop at The Cocteau Lounge boasts a 3am licence and free admission, but don't try to get in the front door, because you get in via a discreet entrance in The Outhouse garden in Broughton Street Lane (such a good idea – it'll keep out the riff-raff). What with this new venue and the Broughton History Society's Christmas "do" on the horizon, Broughton is fast becoming the party-place in the Central Belt!

Christmas is positively looming isn't it? For Christmas frivolities, I can reveal that both The Basement and The Smokestack, of Broughton Street, have special Christmas menus. My favourite dining and laundering place, The Lost Sock in East London Street are also hosting Christmas parties – so if you fancy a swerve to Slade's "Merry Christmas Everybody" while your smalls are going through the boil-wash, book now!

Till next time darlings, just do it – I would!

Persephone Belle

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Contacts

Updated 27th Sept. 1999

Bellevue and Claremont Residents Association
Alan McIntosh 556 4848

Broughton Place Residents Association
Judith Hallam 556 4595

Gayfield Association
William McNair 556 4493

McDonald Area Amenity Society
Bob Stewart 557 1267

Redbraes Residents Association
Ann Donohoe 538 9965

New Town Broughton and Pilrig Community Council
Allan Wilson 554 9144

Cllr Mark Lazarowicz
Broughton Ward
529 3283
Surgery at Drummond Community High School on Wednesdays from 6pm to 7pm

Cllr David Guest
New Town Ward
558 8823 or 529 4268
Surgery at 67 Northumberland Street on Mondays from 6pm to 6.45pm

Malcolm Chisholm MP and MSP 555 3636
Surgery on Saturdays at Drummond Community High School at 1pm.

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BROUGHTON Spurtle

No 65

November 1999

Traffic - KEEP CONTROL IN BROUGHTON

The traffic just keeps coming – but this time questions are being asked.

Local groups and individuals are being given the chance to let City officials know what they think are the priorities for keeping traffic flows under control in the Broughton area. On 4th October "a participative discussion" was called by Councillor Lazarowicz with local representatives to consider "potential improvements".

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A useful event. Wider consultation is promised and, meanwhile, other views will be welcomed by City Development.

Already "a wide range of City Centre Traffic management issues" is on the table. There will be knock-on effects for Broughton from more control around the Princes Street/Leith Street/St James Roundabout/York Place area. High on the agenda are rat-runs – new ones appearing and existing ones worsening – which arise from vehicles trying to avoid traffic control

around the city centre. Following from this, traffic volumes require road safety measures to be built in.

For Broughton this could be tackled, broadly, on two levels. First, relatively cheap, quick (but effective) measures already suggested by City officials are:

- crossings at Broughton Road/McDonald Road junction, and on East London Street at St Mary's School
- a cycle lane at Broughton Road/Rodney Street
- "no entry", westbound, from Broughton Road into East Claremont Street, or from McDonald Road into Bellevue Road (but the knock-on effect for Broughton Road makes this less likely)
- other ongoing changes on McDonald Road
- an improved layout at Bellevue Place/Street junction.

Secondly, more far-reaching – but in Spurtle's view, essential – is the need to tackle the whole length of

Broughton Spurtle is free and completely independent

Broughton Street itself and the streets off, to both west and east. A main vehicle route, pedestrian thoroughfare, shopping centre and residential area, it is central to traffic management and public safety in the area. Spurtle recommends:

- improved road layouts at Broughton Place/Barony Street and Forth Street/Albany Street
- possibly with restricted entry/exit signposted
- raised tables/pinchpoints to restrict speed
- 20mph zones on the streets off
- bus priority where possible in Broughton Street.

So far, a new island north of Albany Street is promised, but is this enough? City dwellers know and live with the problems. They also need to know there is a will to Keep Control in Broughton.

Let Spurtle have your views. Our Contacts list (back page) also tells you where to get in touch with your local residents group, and councillor. And you can contact direct Duncan Fraser, City Development, PO Box 12470, 1 Cockburn Street (phone 469 3515).

- BROUGHTON Spurtle aims to:
- provide a contact point for local people who want to get together and change things
 - help local action groups publicise their work
 - make connections between "the news" and people's own lives in Broughton
 - and generally stir things up a bit!

We'll support people looking for a fair deal, but not protect privilege. We're not connected with any political group or party. And we don't get a grant from anyone.

Spurtle team for this issue:
Norma McKendrick, Ken McKay, Gavin MacGregor, John Dickie, Jane Coville, Alan McIntosh, and Tim Puntis.

BROUGHTON Spurtle is printed on recycled paper

BROUGHTON BOOKS in Broughton Place are our "postbox". You can put a letter addressed to us through their letter box at any time

PHONE or FAX – 556 7727

BROUGHTON Spurtle is now on the World Wide Web on <http://www.tpuntis.demon.co.uk>

Edinburgh's Transport Strategy

Every household in Edinburgh is to receive a leaflet introducing the City Council's Transport Strategy – it may have come through your letterbox by the time you read this. The leaflet invites your comments.

The full document runs to 115 pages. Rather than try to summarise it here – impossible! – we've selected six quotes which we particularly liked.

- "Those without access to a car are increasingly excluded from jobs, shopping and other opportunities. Streets dominated by cars reduce the freedom of many, especially elderly people and children."

- "People should be able to meet their day to day needs within short distances that can easily be undertaken on foot, by bicycle, or by public transport. Choice should be available for all journeys within the city."

- The aims of the Council's Transport Strategy include "to maximise the role of streets as places to meet and play".

- The Council will "prioritise improvements to the walking environment to realise a network of key pedestrian routes into the city and district centres. Depending on funding,

the first two pedestrian routes to be completed within three years".

- "A speed management strategy, including working towards better enforcement of 30mph speed limits, and the introduction of a 20mph speed limit in residential areas, shopping streets and outside schools, as soon as financially feasible. The timescale for achieving this will depend on funding."

- "Where there is competition for road space, preference will be given to meeting the needs of pedestrians and cyclists and then public transport users. Thereafter priority will be given to freight and deliveries. Within the category of car users, which will have the lowest level of priority, preference will be given to non-commuting users over car commuters."

The leaflet inviting your comments on Edinburgh's Transport Strategy may come through your door mixed up with other bits and pieces:

DON'T JUNK IT!

Use this chance to make your views known on the plans being developed by the City Council.

Spurle asked Councillor Lazarowicz what the Scottish Executive and Parliament could do to help Edinburgh move faster on safety and transport measures – administratively, or by new legislation:

"The biggest factor holding back radical transport measures is simply money (or lack of it!). New money has to come from somewhere – if we had to rely on the Council Tax it would have to go up by 30% to raise the necessary sums, which the Government would not allow us to do. The Scottish Executive has promised a Transport Bill early next year that will allow councils to introduce road pricing: that would make it possible to raise extra funds.

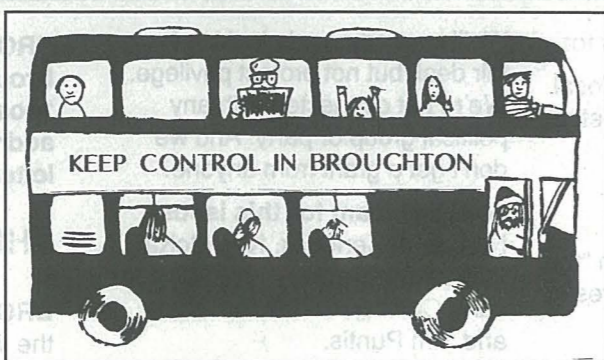
"The Bill is also expected to allow councils some ability to co-ordinate local bus services – very difficult since deregulation. Even better would be if we were also given power (jointly with neighbouring councils) to co-ordinate rail services in and around Edinburgh. That would allow us to have a real integrated transport network."

But many aspects of transport policy, particularly road safety issues, are still reserved to the UK Parliament. Edinburgh's Transportation Committee has recently sent in its response to the UK Speed Policy Review report. In it Edinburgh supports a 'zero tolerance' approach to enforcing speed limits – research suggests that a 10% increase in speed, from 30mph to 33mph for example, may increase the risk of a fatal accident by up to 50%. Edinburgh also urges a lowering of the legal speed limit to 20mph in city centres, shopping streets and residential areas. That would mean the major cost restraints on introducing 20mph zones in Broughton and elsewhere in the city would be cut.

Better buses

Public holiday bus timetables often drive people mad! Confusion reigns because the "special" timetables are different from both Saturday and Sunday services. For example, on Monday holidays this year in Rodney Street/Broughton Street the Nos 8, 9 and 19/39 services were withdrawn; instead there was a mysterious No 20 operating (without notice) during the day, and the No 7A in the evening only. Local councillor Mark Lazarowicz has written to

introduce a clearer timetable for public holidays (although because of the special Millennium celebrations it is



LRT about this issue, and has been assured that the bus company hopes to

not yet clear what will happen over Christmas/Hogmanay this year).

City Council and bus operators will be looking at **bus routes** in the next year or so. Councillor Lazarowicz has had complaints about the No 34/35 being the only bus along Broughton Road. And some people have suggested there should be a service in the Bellevue/McDonald Road area, particularly because of all the new housing going up there – although other local residents are against the idea. He would welcome more comments on how the bus network might be improved.

Bobbys on bikes



Superintendent Donald Urquhart has recently returned to work in our area, as sub-divisional commander covering the City Centre north of Princes Street Gardens – which includes Broughton

and Stockbridge. He's glad to be back at Gayfield Police Station, where he was shift inspector before going off to specialise in traffic matters for seven years. It's a good part of Edinburgh to live or work in, he says.

Spurle asked him about his priorities. One is to improve communication with local communities (which includes saying clearly when they can't do something). Another, related, is to make police patrolling more effective. This means appropriate transport – cutting down on car patrols. Before the end of November we can expect to see police officers using scooters and bicycles on local streets.

Dog owners please note!

In August David Aitken of Bellevue Road wrote in about the fouling of streets and pavements by dogs; and suggested more owners might keep a plastic bag handy if there were strategically-placed containers to deposit them in. Councillor Lazarowicz took the matter up with the Director of Environmental Services, and has relayed the answer to **Spurle**:

"The policy of this Council is that dog waste is treated as street litter which means that it can be deposited in any conventional litter bin in the City. Dog owners are encouraged to clean up after their pet if it fouls in a

public place using a poop scoop or plastic bag to do so, and ensure that the waste material is properly wrapped, presenting no health hazard once deposited in a litter bin." The Council considers this more cost-effective than providing special dog waste bins.

The good news is that under a deal with Adshel there will be 2000 more bins in the City. Some existing city centre bins will be replaced, and the suggestion is that some of the old ones should be moved into public parks – helpful for dog owners! Councillor Lazarowicz has written back to the Director suggesting more bins in places like Green Street.

BRIEFLY

After objections from residents, supported by Cllr. Lazarowicz, a proposed housing development at **3 Warriston Road** has been turned down by the Planning Sub-committee. The developers may still appeal the decision.

*Bryant Homes attended the October meeting of the Community Council to discuss their proposed development on the **Powderhall site** (380 flats, plus offices). They have agreed to amend the plans to allow: more space between new housing and existing industrial buildings and incinerator; and a bridge over to St Mark's Park; new traffic lights at the Broughton Road/Beaverhall Road junction.*

The next two meetings of the **Community Council** are on **Monday, 1st November** and **Monday, 6th December** – both 7.30pm at Drummond Community High School.

*After six Festivals and hundreds of shows since 1994, Graffiti will leave Mansfield Place Church after Hogmanay. There will be special fundraising events during December, to wipe out the huge Festival deficit, raise money for the move, and generate cash for other causes including War Child. Then on Friday 31st comes the **GRAFFITI FAREWELL HOGMANAY PARTY** – live bands, films, food and fantasy on two floors and in the tented gardens. There's a special discount on the ticket price, up to 1st December. For further information contact Graffiti box office on 557 8330 (Mon. to Fri., 10am to 5pm).*

Yellow letter day! At last, the road markings around the city-bound bus stop in East London Street have been reinstated. Most importantly, the single yellow line is once more clear for all to see! The markings had become so faded – not least by years of misuse by vehicles ignoring the restrictions – that those responsible had stopped enforcing the regulations. The first early signs are that some drivers are still going to need some re-educating in courtesy to other road users. City officials have now done their bit. Let's hope the public will do the same.

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