

## A Tunnel to Nowhere

A poem by Richard Love

Where will all the cars go?  
In Scotland Street tunnel, of course,  
Where Victorian trains on an endless chain  
Used to carry our goods from the ports.  
Though this didn't last long, it must surely be wrong  
To misuse such a valuable resource.

But instead of a bar on the ubiquitous car  
Our own city fathers might now go too far  
and encourage commuters at Scotland Yard  
to hand over their cars to some robotic guard,  
Which'll stack 'em four deep for the rest of the day,  
And God knows how much they'll all have to pay.

A wee bit of thought by now should have taught  
That the transport lobby just cannot be bought  
On the pretext of touting this hare-brained scheme  
As a transport policy in a tinge of green.

This tunnel once doubled as a mushroom farm,  
So motorists soon might pause in alarm  
On reaching the tunnel at the end of their ride,  
As the robot announces "There's not mushroom inside".

## City traffic plans

Removal of cars from both sides of Princes Street will go ahead, along with measures to mitigate the possible knock-on effects in the New Town area. These include closing the ends of some streets, to discourage through traffic.

But where does that leave Broughton? Local councillor Mark Lazarowicz assures us: "Council staff will be drawing up plans for road safety improvements and various traffic calming measures for local streets in the Broughton and Canonmills area, which I want put into effect **before** the new changes to the central area are made" (our emphasis).

Meanwhile, Bellevue and Claremont Residents Association are suggesting that the New Town measures should be temporary to begin with, so that they can be removed or modified depending on their effect on neighbouring areas like ours. Sounds sensible!

## Unemployment

*Norma McKendrick of Melgund Terrace writes from her own and her friends' experience of the job market and the benefits system.*

Broughton area is regarded as high in the unemployment stakes. The New Deal for the over 50s still sends people in this age group on rehabilitation programmes to get them into employment - they will stop at nothing - but they know work is not out there. It's their way of reducing the unemployment figures, putting people on those programmes.

There is also the factor of the single person on their own, who can't get a decent job (at £3.60 per hour who wants it!), and expecting people to take part-time work and live on less money. This government needs to learn the facts as obviously they don't know what's really happening out there.

## Contacts

Updated 20th Feb. 2000

**Bellevue and Claremont Residents Association**  
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**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**  
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**Sovereign Court Residents Association**  
John Davies, 478 4463

**New Town Broughton and Pilrig Community Council**  
Allan Wilson 554 9144

**Broughton History Society**  
David Watt 556 5721

**Cllr Mark Lazarowicz**  
Broughton Ward  
529 3283 fax 529 4764  
Surgery: Drummond CHS  
on Wednesdays from  
6 to 7pm

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

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March 2000

## New threat to Scotland Yard

The prospect of a giant car park at Scotland Yard has reared its ugly head again. Back in autumn 1998 the chief executive of the Chamber of Commerce proposed a car park in the Yard itself. It was pointed out that there just happened to be an adventure centre for young folk with special needs there already, plus a children's playground; and eventually reassurance came from the City Council's Development Department.

A daft idea knocked on the head. But now Council officials suggest 500 cars could be parked in the tunnel itself. Drivers would come to the Scotland Yard end, and their cars would be put in boxes and stacked three or four high along the tunnel. The mainstream press quoted one official describing this as a "park-and-ride" facility (are they not supposed to be on the outer edge of the city?); the proposal was expected to

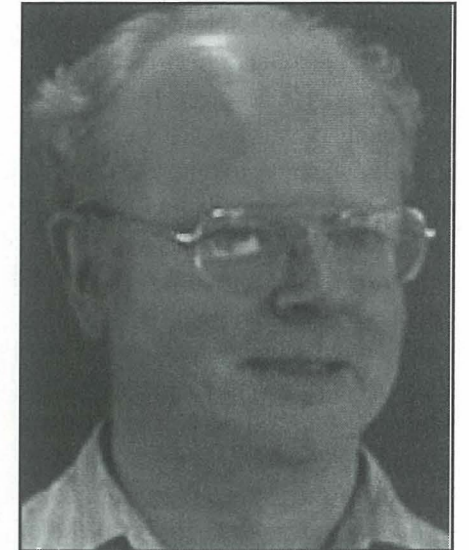
come to the policy and resources committee within four months, and the car park could be in place in two years' time.

Approached by **Spurtle**, local Councillor Lazarowicz confirmed that there was a feasibility study into possible uses for the tunnel. But he would be unhappy about anything that meant increased traffic in that vicinity: and he has put his opposition to any car park at Scotland Yard in writing up at the Council Chambers.

And the view from Scotland Yard Adventure Centre was made clear to us by Allan Wilson, who chairs their management committee:

"This is the third time in the last couple of years that ideas have been floated to re-open the tunnel from Scotland Yard to Waverley, with the prospect of cars being left at the Scotland Yard end. Every time this idle speculation causes upset and uncertainty for the many young people

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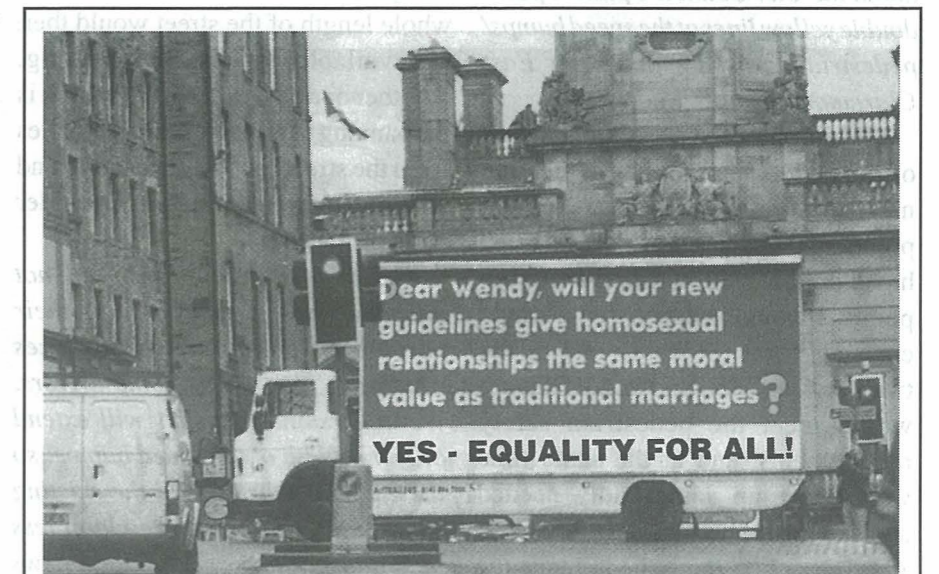


Allan Wilson of the Adventure Centre

who use the facilities at the Centre. "We would welcome the use of the tunnel by cyclists, or as an alternative safe access to the City Centre, but, please, let's have no more suggestions for cars to be dumped on Scotland Yard".

## Keep clear

Sometimes it's clear, sometimes it's not. There may have been some improvement over recent months; but Europcar's use of the East London Street public footpath as a forecourt has not stopped - the KEEP CLEAR markings are certainly still frequently ignored. Councillor Lazarowicz knows things are not right - he's had problems getting through with a pushchair himself. He's promised **Spurtle** to be in touch with Police and City Development again, to see what more can be done.



Scottish Parliament looks at Section 28 - page 2

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## Scottish Parliament looks at Section 28

On 10th February MSPs got an early opportunity to discuss Section 28, thanks to a motion tabled by the Conservative group. Their motion began by asking the Parliament to affirm its belief in "an open, democratic and tolerant society where all its members are treated equally under the law" – and then went on to ask the Executive to withdraw repeal of the Section! That Section in fact singles out one part of society for unequal treatment.

Sadly, we have to report that two of our own MSPs, James Douglas Hamilton and David McLetchie, supported this motion. But it was defeated by a large majority including our Malcolm Chisholm, Robin Harper, Fiona Hyslop, Kenny MacAskill and Margo MacDonald (as presiding officer, David Steel doesn't vote).

A lot of money is still being thrown at the campaign to keep this piece of legislation – witness the recent rash of billboards. We're constantly being told that a majority of Scots want to keep it. A MORI poll carried out for the Sunday Herald in January threw an interesting

light on that one. Sure enough, 60% of respondents agreed that "schools should not be allowed to promote the teaching of homosexuality to our children". But in the same poll 59% said secondary schools should "teach children that homosexuality is neither right nor wrong, and should be tolerated as a way of life". That 59% became 68% when the figures for parents were isolated – and 65% for Catholics!

It's that word "promote" that's being used to cause confusion – "help forward, encourage" the dictionaries say it means. No one has suggested that local authorities or schools should promote homosexuality; they never have been allowed to, they don't, and they won't after Section 28 has gone. That's not what the Section was ever really about – as the reference to "pretend relationships" in its second part makes clear.

Back in the 1980s when it was introduced, it was all about refusing to accept homosexual relationships as genuine, and equal: it still is. That's why it should be repealed.

## Claremont crossings

Mr D.I. McCrae has written to us about the City Council's plan to paint double yellow lines at the speed bumps/pedestrian crossing points in East Claremont Street:

"While one welcomes the resolution of the pedestrian crossing issue, one must question the need for 3 crossing points so close together.....If we must have double-yellow-lined crossing points, I would propose that a single crossing point (probably one of the two between Melgund and Bellevue) would meet the pedestrian safety requirements, and at the same time would free up some badly needed additional parking spaces in the street. Another option might be to make the pedestrian crossing point(s) operational during daytime only when

needs are greatest. After about 6.30-7.00pm, until about 7.30-8.00am, the whole length of the street would then be available for parallel parking. Another option worth consideration is the banning of all heavy goods vehicles from the street (except for access) and allowing end-on parking in the wider parts of the street."

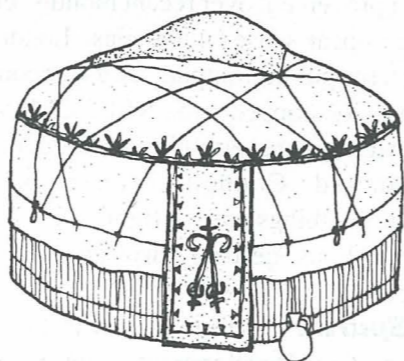
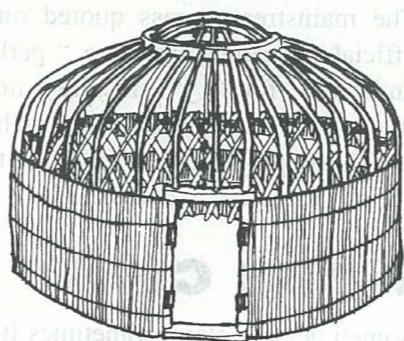
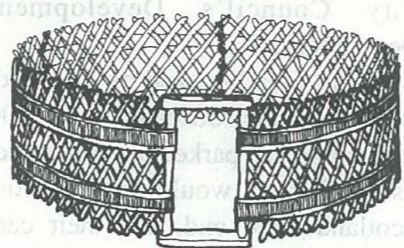
*The double yellow lines will not introduce new crossing points; their purpose is to enforce existing ones which are ignored by some drivers. We understand that they will extend only the width of the speed bumps: so they will be shorter than the existing white lines, and therefore claim less potential parking space. Good news for drivers who honour the existing lines; bad news for those who don't!*

## Barony Street yurt

Need a new idea for your party? You could hire a yurt!

A yurt is a nomads' tent, widely used throughout Central Asia for over two thousand years – in Turkic languages the word means "home territory" or "camp site". Trellis work is covered with felt, an excellent insulation against both heat and cold; and the whole construction is easily transported and quickly assembled.

Shirak in Barony Street have one for hire. It's round, and as big as a good-sized room. The shop's Ahmed Ananda told **Spurtle** that people have used it for parties, exhibitions and meditation sessions. If you think you might be interested, drop in and talk to them about it.



Stages in the construction of a yurt.

## Bus route changes

As reported in last month's **Spurtle**, changes to local bus services will begin on 12th March. As far as we understand them, here are the revisions (not full routes) and consequences.

### Service 8 (formerly 8/9)

→ The Bridges → St. Andrew Square → Top of Broughton Street

- 1 Run every 10 mins, Mon-Fri, daytime.
- 2 No evening gap between end of day service and start of 7A.
- 3 New chance to switch routes on Princes Street.
- 4 No longer a stop on Leith Street.
- 5 LRT will review changes.

### Service 13

→ Mansfield Place → Bellevue Road → McDonald Road

- 1 Starts once McDonald Road improvements completed.
- 2 No longer stops at Annandale Street or East London Street.
- 3 Serve new housing developments.

### Service 17

→ Oxbgangs → Morningside → Tollcross → Lothian Road → Princes Street → York Place → BROUGHTON

- 1 Service 19/39 will no longer run northwards from York Place (instead towards Lochend).
- 2 Roughly same frequency.
- 3 No longer a direct bus (except from York Place/Leith Walk) to Stockbridge or Western General Hospital.
- 4 Councillor Lazarovicz will push for direct link to be restored.

New houses in Powderhall are to be built on land which locals tell us has a history of flooding!



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!

BROUGHTON **Spurtle** is printed on recycled paper

**Spurtle** team for this issue:

Norma McKendrick, Ken McKay, Gavin MacGregor, John Dickie, Jane Coville, Alan McIntosh, Tim Puntis, and David Aitken.

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 / 556 0903  
BROUGHTON **Spurtle** is now on the World Wide Web on <http://www.tpuntis.demon.co.uk>

## BRIEFLY

Local community organisations are involved in discussing the future of the LRT site at Shrubhill. Developers Wimpey have offered one of the buildings (on Dryden Street) for community use. Local representatives are looking at possibilities for the building, while at the same time pressing for more improvements to the developers' design for the site.

*The Council's development control sub-committee has now accepted a revised application for planning permission for housing at the former McKinnon and Hay site, off Warriston Road. This does not include access for cars along Munro Place – which aroused local opposition the first time round.*

Current work on the reconstruction of McDonald Road should be complete by the end of March, with the next phase starting soon after. The final phase is due by 2002, but Councillor Lazarovicz says there may be a difficulty over the timing. By that time the developers who have bought the McDonald Road-Hopetoun Crescent corner site will probably be on site: it might not make sense to carry on road reconstruction work next-door to a major building site.

*Can you offer a break to an older person in your home? The Social Work Department needs to recruit short-term carers in North Edinburgh. If you have a spare bedroom and might be interested, phone 553 3835.*

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