

PLEASE READ AND NOTE THE CONTENTS OF THIS DOCUMENT

EFFICIENCY AT THE BEGINNING OF THE DAY AND AT EDINBURGH RAILWAY STATION IS CRITICAL

On Saturday 13th October 2018, 105 cyclists will mark the 30th anniversary year of the Lockerbie Air Disaster, through a memorial cycle ride from Lockerbie Academy to Edinburgh Castle.

A road closure in Lockerbie town will facilitate a procession to enable the laying of wreaths at significant crash sites before the cyclists then ride on open roads, with appropriate support vehicles, on the 68-mile route to Edinburgh Castle.

Patience and efficiency are the key elements to the smooth running of the day's events. Critical moments are

- Early registration at Lockerbie Academy – starts 0730hrs, complete by 0800hrs
- Departure from Lockerbie Academy at 0830hrs (Lockerbie Procession)
- Departure from Lockerbie Academy at 0915hrs (heading to Edinburgh)
- Arrival at Edinburgh Station before 1630hrs
- **Departure from Edinburgh Station at 1715hrs**

The summary timescales of the ride are:-

0730hrs – Registration at Lockerbie Academy commences

0815hrs – All cyclists assemble with Pipe band

0830hrs - Rolling road block style closure begins. Pipe Band leads cyclists to Town Hall

0840hrs – Procession arrives at Town Hall. Pipe band remains at Town Hall

0845hrs – Cycle Group A arrives at Sherwood Crescent. Wreath is laid.

0845hrs – Cycle Group B arrives at Park Place. Wreath is laid.

0855hrs – Groups A and B return to Town Hall. Wreath is laid at War Memorial.

0910hrs – Pipe Band and all cyclists return to Lockerbie Academy

0920hrs – Group 1 cyclists leave Lockerbie Academy for Edinburgh on public road (described below)

0925hrs – Group 2 sets off from Lockerbie Academy

0930hrs – Group 3 sets off from Lockerbie Academy

1030hrs – Moffat Town Hall (10 mins refreshment break)

1230hrs – Broughton Village (30 mins hot food break)

1400hrs – Leadburn - Water/Energy Refreshment (5 mins break)

1515 - 1615hrs - Arrival at Edinburgh Waverly Railway Station (gather in designated area)

1715hrs – Assembled procession from Station to Edinburgh Castle

1800-2000hrs UK Government hosted event at Edinburgh Castle Great Hall

REQUIREMENTS

This event is registered with British Cycling, event URN 438337, and as such is covered by liability insurance, subject to certain terms and conditions.

<https://www.britishcycling.org.uk/events/details/189028/Cycle-to-Syracuse---The-Cairn-to-the-Castle>

This event is non-competitive and on the open road. As such, all cyclists must adhere to the Highway Code, in particular rules 59 to 82. In addition, they should acquaint themselves with what is expected of motorists with regard to cyclists.

<https://www.gov.uk/guidance/the-highway-code/rules-for-cyclists-59-to-82>

No cyclist will be permitted to participate without a Safety Helmet that conforms to British Standards.

Cyclists must fit and display a rear red light at all times on the journey.

Cyclists should be in possession of two spare inner tubes, and repair equipment in the event of a puncture. Some spares are available from the support team, though these are limited.

Cyclists should bring with them and keep on their person an emergency contact card, including name and phone number of a nominated friend or family member.

A general safety briefing will be held at 0810hrs in the school gymnasium.

SUPPORT RESOURCES - SUMMARY

Four 'Blood Bike' motorcycles

Two 'Blood Bike' Support Cars

Six Mobile Support Vans

Eight Police Officers (Lockerbie)

Four Police Motorcyclists Outrider Escort (Edinburgh)

First AID St Johns Ambulance Kit

Ten Medical Professionals (cyclists divided across groups)

Eight Marshalls (Lockerbie)

Three Marshalls (Edinburgh)

Six Catering Staff (Mobile)

Local Authority (Dumfries and Galloway Council) Catering Unit – Broughton Village

Professional Cycle Technical Support (Mobile)

Two fixed food stations (Moffat & Broughton)

Two minor Refreshment Stations (A701 Boundary, D&G – Penicuik)

Dedicated Car Park Facility, with one way traffic flow (off road) Lockerbie Academy

Indoor registration and briefing facilities – Lockerbie Academy

Under cover Finish Post Facilities – Edinburgh Waverly Railway Station (changing & refreshment)

Return Coach Transport x3

Return Bike Transport x 3

Dedicated Event Manager – in possession of a comprehensive contact directory

Web Resources – Advice to Cyclists Document available for Event Pre-Read

Safety Briefing – Lockerbie Academy

Safety Briefing - Penicuik

ADVISORY NOTES

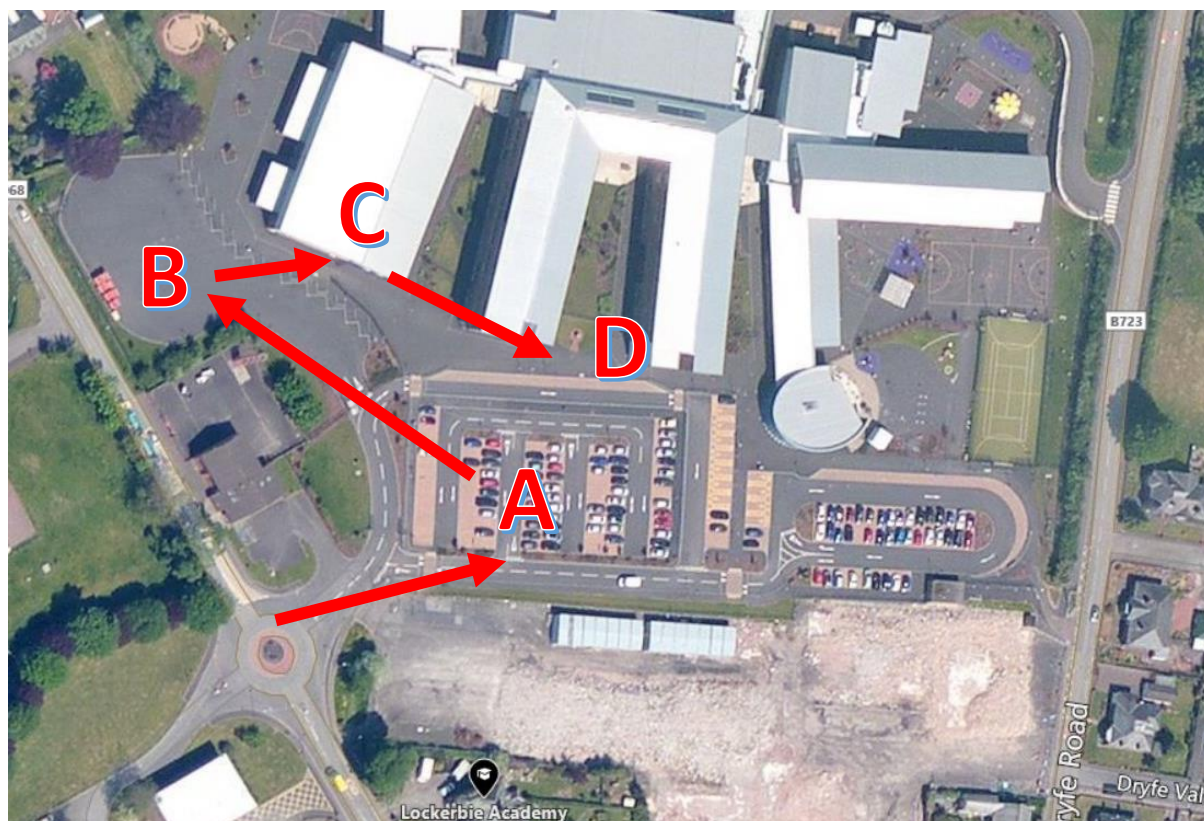
All cyclists are asked to note the following :-

1. Please ensure your bicycle is fit for purpose, properly maintained and capable of the 68 mile road journey involved. It should have been recently serviced if possible.
2. Timings are imperative to allow for headwinds and unforeseen events, such as punctures.
3. **Please bring with you a kit bag for any change of footwear and clothing for the Castle event. IT WILL BE TAKEN TO EDINBURGH FOR YOU IN A SUPPORT VAN – PLEASE AVOID MAKING YOUR OWN ARRANGEMENTS, BECAUSE THIS MAY DELAY MOVEMENTS**
4. Please familiarise yourself with the arrival arrangements for Lockerbie Academy, to minimise disruption.

AT LOCKERBIE ACADEMY - ARRIVAL

5. The School will open at 0730hrs.
6. Park in the main staff car park.
7. Take your bicycle to the Bus Park area, beside the school gym block. **'B' on MAP**
8. Proceed to the Gym Block door, with your kitbag - where three support team will mark a register of your arrival. – A hot roll and tea/coffee will be available **'C' on MAP**
9. You will be given two labels. Put your name and contact details on the label and attach it to your kit bag. Those who ordered an event shirt will find it clearly labelled in the gym.
10. Proceed into the main gym **** (PLEASE DO NOT WEAR CYCLE SHOES IN THE GYM BLOCK)**
11. Wear trainers for the Lockerbie Memorial Procession, which will be cycling at very low speed/walking pace
12. Return to your bicycle and proceed to the PICK UP/DROP OFF lane at the School Cairn

'D' on MAP



13. At this stage you will be placed into GROUP A or GROUP B
14. 0815hrs – be in position, lined up for a full group photograph.
15. 0825hrs – Pipe band assembled at the front of both groups
16. 0830hrs – Procession begins
17. GROUP A – Led by COLIN DORRANCE will proceed to SHERWOOD CRESCENT
18. GROUP B – Led by PAUL RAE will proceed to PARK PLACE

AT LOCKERBIE ACADEMY – POST PROCESSION

19. On return to the school, return to your kit bag and change into cycling footwear.
20. Leave your kit bag in the gym, fully labelled. Make sure the second label is also completed, this will be needed for your bicycle on the return journey transit
21. The kit bags will be loaded in the three support vans by the support crew, you do not need to do so. This will save time.
22. Once dressed for the road cycle, return to your bicycle ASAP. A punctual start is essential
23. The cyclists will leave Lockerbie Academy in 3 groups of 35 cyclists, staggered over 5 minute intervals.

ON THE OPEN ROAD

24. Please ensure you have basics for the road i.e. puncture repair tools, spare inner tubes, and any energy bars etc.
25. The following refreshment stations will be available
 - a. Moffat Town Hall – 18 miles (minor refreshments, plus water, toilets)
 - b. Beeftub Summit – 23 miles (water station after climb)
 - c. Broughton Village – 39 miles (catering unit, Hot Drinks, Hot Food, tray bakes)
 - d. Leadburn Junction – 58 miles (water station)
 - e. Edinburgh Waverly Station – 68 miles (hot drinks, tray bakes)

AT EDINBURGH WAVERLY STATION

26. Your kit bag will be transported to Edinburgh Waverly Railway Station and you will be able to access it there UNTIL 1615hrs. IT WILL THEN BE LOADED back onto the support van and conveyed to the Castle at 1630hrs.
27. On arrival at Edinburgh Waverly, you may cycle down to the concourse BUT YOU MUST DISMOUNT AT THE PASSENGER AREA AND WALK WITH YOUR BIKE TO THE ASSEMBLY AREA
28. At Edinburgh, it is recommended you change back to trainers before the slow cycle up and into Edinburgh Castle.
29. Further refreshments will be available at the station while you wait on the full group assembling.
30. **Your kit bag will be loaded back onto the support van once you are finished with it (must be prior to 1615hrs)**

THE FINAL PARADE – 1715hrs from the Station





We cannot begin the final procession to the Castle any earlier than 1715hrs. This is to allow the Castle to close its doors to the general public. The road in central Edinburgh is being controlled specifically to allow us a special finish together, **THEREFORE PUNCTUALITY IS ESSENTIAL.**




32. Walk back to the concourse area with your bike.
33. The ride up to the castle will be facilitated by a vehicle escort as far as the HUB on the Royal Mile, then will be met by the Scottish Power Pipe Band, who will escort the riders to the Castle Drawbridge, across the esplanade.
34. Cyclists will dismount at the drawbridge.
35. The cyclists will then continue on foot with their bicycles through the drawbridge and will be asked to 'sign in' to the castle by castle security staff, immediately on the other side.
36. Once signed in, the group will be escorted on foot by two pipers up to the MOD Barracks in the centre of the Castle Grounds.
37. **ALL BIKES WILL BE LEFT AT THE FRONT OF BARRACKS.** The support vans will be given special access to this area in order to
 - a. Unload kitbags so that any sports clothing (Hoodies, Tracksuits etc) can be accessed (The barracks have changing facilities for use if necessary)
 - b. Load bicycles while the castle reception event is underway. ****Please ensure you attach the second label given to you to your bicycle, for easy identification later.****
38. The entire group will continue to be led by pipers up to the Great Hall, for 1800hrs start.
39. If your bicycle is not being transported back to Lockerbie in the support van, it can be left at the barracks until the end of the event. Individual vehicles will not be permitted Castle Access – you will need to take your bike with you at the event close and arrange for it to be uplifted outside the castle.





A downloadable route file can be accessed at this link, for use on compatible GPS devices or electronic map interfaces, such as BING or GOOGLE MAPS







<https://connect.garmin.com/modern/course/20433360>






The file is also available at <https://cycletosyracuse.com/lockerbie-to-edinburgh/>


Location	Distance (miles)	Comment	Risk
Lockerbie Academy  	0.0	0730 hrs Cyclists park in School Car park. Registration at PE Block. and Assemble bike formation in School Bus Park 0815hrs Group Photograph 0830hrs Escort onto Glasgow Road for local procession	110 cyclists with equipment, off road but in close proximity. Arrival parking and registration and assembly process document to be published to all cyclists and marshals/registry staff to be fully briefed.
Glasgow Road	0.5	Police Road Closure will allow the Lockerbie Pipe Band, with cyclists following, full and safe access onto the road from the school.	Traffic halted by police. TTRO in place. Oncoming traffic to be halted from High Street, northwards. Rolling road block – traffic may flow behind the procession.
Townhead Street	0.7	Traffic halted from entering road from Livingstone Place.	
TOWN CENTRE	1.0	Pipe band will manoeuvre onto Pavement outside town hall. Cyclists will then divide into two even groups (a) and (b) and follow routes denoted below.	Traffic halted in all directions at this point. Cyclists will then proceed along (a) and (b) without escort, under normal road conditions, keeping to left lanes. Colin Dorrance will lead Group A to Sherwood Crescent. Paul Rae will lead Group B to Park Place.
High Street(a)	1.1	First half of cyclists will head south towards Carlisle road. Police to manage traffic at Dumfries road junction for the crossing into Mains street	
Carlisle Road (a) 	1.5	Right turn into Sherwood Park	Marshall/Police on hand to oversee safe right turn from Carlisle Road into Sherwood Park.
Sherwood Crescent (a)	1.6	Cyclists arrive into the street and pause at the Memorial while a wreath is laid.	Marshalls at either end of Sherwood Crescent to oversee any minor traffic issues.
Carlisle Road (a) 	1.7	Cyclists return to High Street via Carlisle Road – turning left from Sherwood park	Marshall/Police on hand to oversee safe left turn to Carlisle Road from Sherwood Park.




Bridge Street (b)	1.1	Rear Group of cyclists to separate from front group and bear left from town centre onto Bridge Street. Cyclists will not be escorted from this point.	Marshall on hand to oversee any traffic from Station Road is held briefly, while cyclists (b) group passes.
Park Place (b) 	1.7	Cyclists turn right, onto Park Place and head along to Memorial Site, where local residents will lay a wreath, then loop back to Bridge Street	Marshall to oversee safe left turn from Park Place, back onto Bridge Street.
Bridge Street (b) 	2.3	Cyclists ride back to the Town Centre and re join Group (a) and the Pipe Band	
TOWN CENTRE	2.4	The re assembled group of cyclists (a) and (b) will form behind the Pipe Band in front of the War Memorial. A wreath will be laid and a minutes silence will be observed. The Pipe Band will then proceed back to Lockerbie Academy, followed by all the Cyclists.	The traffic will be halted in all directions while the Pipe Band steps onto the roadway and awaits the cyclists return. South bound traffic from the north of the town will be held until the procession makes its way past the various junctions at Victoria Place, Well Road, Livingstone Place and Dryfe Road
Townhead Street	2.7	Procession at walking pace along the main road way	Rolling road block as described above. Northbound traffic can follow procession, southbound traffic held until procession passes respective junctions as above.
Glasgow Road	2.9	Procession at walking pace along the main road way, bears left at Dryfe Road mini roundabout.	Rolling road block as described above. Northbound traffic can follow procession, southbound traffic held until procession passes respective junctions as above.
Lockerbie Academy 	3.0	Right turn at Glasgow Road Roundabout at Fire station, back into School Bus park.	Roundabout to be overseen by Marshall/Police for ease of access by whole group. All cyclists to return to Bus Park, pending departure in groups on the open road to Edinburgh




<p>Lockerbie Academy</p> 	0.0	<p>Turn Right at Roundabout, onto Glasgow Road, northwards</p> <p>3 groups to leave in parties of 30-35 (max).</p> <p>Staggered Departure with 5 minutes interval between groups to mitigate traffic congestion.</p>	<p>Groups to be allocated upon registering at Lockerbie Academy on first arrival.</p> <p>There is no escort from this point onwards.</p> <p>Cyclists to follow normal highway code procedure regarding observation of signs and riding in groups.</p> <p>Each group will have a dedicated support car, containing two helpers.</p> <p>Each group will contain a nominated pair of cyclist mentors from the Fechan Flyers Cycle club, for mobile guidance where necessary.</p> <p>All groups will be supported by :-</p> <p>5 x Motorcyclists patrolling the route</p> <p>5 x refreshment stations</p> <p>1 x medical support contingency</p> <p>2 x mechanical support vehicles</p> <p>Strategically placed CYCLE EVENT signs along A701 route</p>
<p>Kirkburn Roundabout</p>  	0.4	<p>Turn Right at Kirkburn Roundabout onto B7076 north bound</p> <p>Cyclists should note there can be greater than average presence of HGV traffic to/from Stevens Croft Power Station (at 2.1miles north) and HGV park at Dinwoodie Lodge (5.4 miles)</p>	<p>No official overview, though the likelihood of support vehicle presence should aid traffic visibility.</p>
<p>Stevens Croft</p> 	2.1	<p>Cyclists pass by the main junctions into this major installation, which is to the east (right hand side) of the cyclists.</p>	<p>No requirement for marshalling.</p> <p>Probable benefit from signage at or near junctions and advance notification of event to plant management.</p>



		<p>The junction is widened and filtered and on a long flat straight, with appropriate hard shoulder/cycle path.</p> <p>Cyclists continue north on B7076</p>	
<p>Dinwoodie Lodge</p> 	5.4	<p>Cyclists turn right.</p> <p>Route then takes a local 'C' class road towards Wamphray Village.</p>	<p>The right turn is located in the middle of a long flat straight section of road. Traffic here is relatively but can be fast moving.</p> <p>Marshal to be present here to oversee the safe right turn of all groups.</p> <p>This rural route bears relatively light traffic, mainly agricultural in nature.</p>
<p>Wamphray Village Jct</p> 	7.8	<p>Cyclists bear right, remaining on the main road</p>	<p>No measures required.</p>
<p>Old Carlisle Rd, Moffat</p>  	15.6	<p>Cyclists turn left at the T Junction, which is a mandatory STOP signed junction and head towards Moffat Town Centre.</p>	<p>Cyclist care required but no control measure required.</p>
<p>Moffat Town Hall</p>	16.0	<p>First light refreshment stop.</p> <p>Car parking spaces in front of the hall will be coned off to reserve an area for cycles.</p>	<p>Traffic can be busy in this vicinity, town centre parking in the street bays and can be tourist in nature.</p> <p>Cyclists should cross the road carefully, but should also be able to safely dismount and park on the town hall side of the street and good space and safely off the road here.</p>
<p>Moffat 30mph signs A701 North</p>  	16.5	<p>The beginning of a constant 5.7 mile climb to 1000ft elevation at a rate of 3%.</p> <p>The lower end of this part of the route features a series of bends regulated by solid white lines.</p>	<p>CYCLE EVENT signs to be placed at the northbound foot and southbound summit of this stretch of roadway, supported by mobile event vehicles, patrolling the stretch, bearing event logos.</p>




		The cyclists will be slower moving (approx. 8-13mph) and vary in ability to climb. Journey time to the summit can vary between 25 to 40 minutes.	
Beef tub Summit  	21.8	<p>There is a lay-by on the offside of the road, which provides a panoramic viewpoint for tourists, however it is on a slight left-hand bend at the end of a long straight. Cyclists may be tempted to use this lay by as a rest area after the long climb, however this involves crossing the roadway.</p> <p>A better option is to utilise the layby on the nearside of the road at 23.1 miles, D&G Boundary at Nether Howcleugh.</p>	Support vehicle and southbound signage to be placed at this location, with direction to carry onwards to the watering station approx. mile further on.
D&G Boundary  	23.1	<p>This is the beginning of a nine mile descent, following the River Tweed to Tweedsmuir and the Crook Inn.</p> <p>Depending on wind direction, average speeds of between 25-35 mph are easily achievable on this stretch. Generally good smooth road surface here.</p>	This stretch of roadway is particularly rural and visibility is broadly extensive over long distances. No special measures required.
Tweedsmuir village sign 	30.9	A slight lessening off of the degree of descent and slightly shorter stretches of road with wide open views due to more	Support vehicle patrols and checks at appropriate lay bys.




		bends and roadside features such as trees and walls etc, but still favourably more downhill.	
Crook Inn	32.5	<p>A disused hotel with a good open safe space for stopping parking and any interim/unplanned stop or refreshment if necessary.</p> <p>From this point, the road begins to twist and climb more significantly. The road surface can be moderately pitted in places.</p>	Option to use this for unplanned support or refreshment as circumstances dictate.
A702/A701 Jct	37.9	Cyclists continue on the main A701 road.	Slightly raised risk of traffic joining the A701 from the A702 to the left, though still a relatively light traffic area.
Broughton Village 	39.1	<p>Directly outside Broughton Primary School is a disused short stretch of road that forms a natural, protect layby.</p> <p>A Dumfries and Galloway Council mobile catering unit, providing hot food and drinks will be stationed here as the main refreshment stop for all cyclists. Position is central in the village, clearly visible to traffic from both sides and within a 30 mph speed restriction.</p> <p>There is a right turn to get into the layby area, but once there, its protected from traffic.</p>	




<p>A72 Junction</p> 	42.3	<p>From Broughton village, there is a gradual climb to this junction, which is again on the left of the main road. (Road surface very rough in places)</p> <p>Cyclists remain on the A701 road northwards. The stretch of road just north of this junction is quite straight for approx. two miles and can feature a slightly heavier traffic flow, some of which can be fast moving on the straight.</p>	
<p>Blyth Bridge</p> 	45.7	<p>The approach to this village features a couple of downhill dips and bends, with a difficult junction off to the right just before the village.</p> <p>The village sits in a dip, with a moderate climb into a wooded area with reduced visibility.</p> <p>The road surface gets progressively rough and uncomfortable for the next 6 miles.</p>	No safety measures required – cyclists advised to exercise caution in and out of the village.
<p>Romano Bridge</p>  <p>then</p>	48.1	<p>Very rough road approaching the village. Cyclists should exercise care in negotiating potholes, staying mindful of traffic approaching from the rear, while navigating the surface.</p>	No safety measures required – cyclists advised to exercise caution in and out of the village.




		<p>There is a convenient layby in the middle of the village, outside the Community Centre and School. This can be an optional refreshment stop.</p> <p>The exit from the village is another gentle climb, with open landscape susceptible to wind, once clear of some tight wooded areas to the north of the village.</p>	
Lamancha Hub 	51.9	<p>A sweeping, open road, with a gentle climb on rough road surface.</p> <p>The overall elevation levels off at this point and the remainder of the ride is broadly downhill into Edinburgh.</p>	
Leadburn Hotel Crossroads 	54.9	<p>Cyclists turn LEFT at the crossroads (still the A701) towards Penicuik town.</p> <p>A support vehicle, with water and a modest amount of refreshment/energy bars will be positioned here.</p>	Support vehicle to oversee safe left turn at the crossroads.
Penicuik 	57.6	<p>Follow the main road through town, past LIDL and shopping centre and onwards towards TESCO – straight through traffic lights toward Dregghorn Barracks.</p> <p>There is a narrow cycle path marked on</p>	No support or safety measures required.


		<p>the nearside verge in the roadway.</p> <p>Traffic becomes gradually heavier in flow from this point towards Edinburgh, though most of the remaining route is also managed by speed restrictions.</p>	
<p>Glencourse Barracks</p> 	59.7	<p>Cyclists carry straight on through traffic lights outside barracks</p>	
<p>Gowkley Moss Roundabout</p>  <p>Centre Filter Lanes</p>	60.7	<p>LEFT TURN at this roundabout. Located beside the cemetery at this junction is a layby, which is formed of redundant roadway.</p> <p>A support vehicle will be located here.</p> <p>Cyclists will gather here to ensure that they are formed back up into a full group, before heading into the next 3 miles, which is a busy stretch of roadway through Bilston and the nearby retail park, which contains some major retail centres such as IKEA superstore. This stretch is straight and slightly downhill, but features several traffic light controlled junctions, which each require a manoeuvre</p>	<p>Support crew at this point will brief cyclists on the lane filters required to navigate safely to city by pass.</p>

		<p>into the central filter lane, in order to proceed straight through.</p> <p>For this stretch, until the A720 city bypass road is reached, these manoeuvres are best performed most safely and efficiently as a complete group. There are short cycle and bus lane sections which will allow for passage of traffic.</p>	
<p>Bilston</p> 	62.0	<p>Cyclists to bear left at mini roundabout and continue to carry on straight ahead at each traffic light.</p>	
<p>Edinburgh ByPass (underpass)</p> 	63.7	<p>Cyclists to carry on straight ahead through a double roundabout underneath the A720 City Bypass.</p>	
<p>EDINBURGH CITY Burdiehouse Road Howden Hall Liberton Gardens Liberton Brae Liberton Road</p> 	63.7 To 66.6	<p>The route continues into the heart of Edinburgh as a continuous main thoroughfare and remains the A701 road.</p> <p>Due to housing construction there are temporary roadworks on the upwards slope and temporary traffic lights taking city bound traffic along a short lane diversion of approx. 100 yards.</p> <p>Cyclists will pick up and should use a BUS/CYCLE LANE only green tarmac lane</p>	

		<p>along the vast majority of this route, therefore should not have to dodge traffic.</p> <p>Cyclists should exercise caution at Liberton Brae, due to a long downhill section where it is possible to generate high speeds in the built up area.</p> <p>Cyclists should continue straight ahead at each traffic light junction. Should groups be split by red lights, consider waiting to regroup.</p>	
<p>Travelodge – Liberton Road Junction with Craigmillar Road</p>  <p>Minto Street Newington Road South Clerk Street Nicolson Street South Bridge North Bridge</p>  	<p>67.0</p>	<p>Cyclists to turn LEFT onto Craigmillar Road (still A701 route)</p> <p>The streets listed in the left hand column form a continuous straight route to the North Bridge at Edinburgh Waverly Railway station. The roadway is still largely segregated for buses and bicycles using Green dedicated lanes, however there are occasional breaks and traffic merges, particularly closer to the city centre, where the street narrows and is congested in places.</p> <p>Cyclists should take particular care around buses, and must not attempt to undercut same on the nearside.</p>	

<p>Princes Street</p> 	<p>68.1</p>	<p>Cyclists turn LEFT onto Princes Street and stay left, to avoid tramlines, which are capable of trapping bicycle wheels.</p>	
<p>Waverly Bridge</p> 	<p>68.2</p>	<p>Cyclists turn LEFT onto Waverly Bridge</p>	
<p>Edinburgh Waverly Station Concourse Ramp</p> 	<p>68.3</p>	<p>Cyclists turn LEFT down the ramp into the Station Concourse.</p> <p>Dismount safely, prior to walking to assembly area at rear of Platform 2.</p>	
<p>EDINBURGH WAVERLY STATION</p>	<p>68.4</p>	<p>On arrival, large, open area to the rear of the station adjacent to Platform 2 (fenced off) – approximately the area of a five a side football pitch, has been reserved by the station for our use. It will be suitably fenced off for our use and will comfortably house 100+ cyclists with cycles.</p> <p>This area will be marshalled to prevent unauthorised access to cycles and keep bags accounted for throughout.</p> <p>Refreshments available here.</p> <p>There may be a wait of 1-2 hours to allow all cyclists to congregate, ahead of final Parade</p>	<p>Support Vans will be allowed rear station access. Kit bags will be made available so that cyclists can change footwear to non-clip.</p> <p>Changing/modest wash facilities are provided – time permitting</p>

<p>FINAL PARADE</p>	<p>0.0</p>	<p>Cyclists will walk from rear waiting area to Station Concourse and assemble in one large group.</p> <p>FOUR Police Scotland Motorcycle Outriders will lead/escort the group in a rolling roadblock formation, to allow continuous movement across all junctions up to the destination at Edinburgh Castle (off road finish).</p> <p>A TTRO Road Closure will be in force 1700-1800hrs 13.10.2018.</p> <p>The Final Parade will leave the station STRICTLY at 1715hrs PROMPT.</p>	<p>This stage of the route has been repeatedly assessed by Edinburgh City Council. Police Scotland and event organisers, for various reasons – traffic flow/disruption/roadworks/distance/timings/gradients/tourist risk.</p> <p>Cyclists are highly recommended to wear non-clip footwear for pedalling this final section due to low speeds, cobbled/block paved surfaces and short steep gradients involved.</p> <p>Police motorcyclists will ensure continuous, protected flow of all 105 cyclists in one group.</p>
<p>Waverly Bridge</p> 	<p>0.1</p>	<p>Cyclists ride up the concourse ramp and turn LEFT onto Waverly Bridge.</p>	<p>Traffic will be halted by Police to allow this.</p>
<p>Market Street</p> 	<p>0.2</p>	<p>Cyclists will turn RIGHT at the mini roundabout junction at the foot of Waverly Bridge.</p> <p>Traffic will be halted by Police Motorcyclists.</p> <p>There is a 6% gradient uphill on Market Street, but is consistent, wide and straight</p>	<p>Cyclists will be advised to move out slightly to the centre of the road to avoid a sharp/steep left run onto The Mound, and select a suitably manageable, easy, gear to do so.</p>
<p>The MOUND</p> 	<p>0.4</p>	<p>Cyclists will turn LEFT onto the Mound</p>	<p>Police Motorcyclists to allow continuous flow of cyclists across this junction</p>

<p>The ROYAL MILE</p> 	<p>0.6</p>	<p>Cyclists will turn RIGHT onto the Royal Mile, which leads uphill to Edinburgh Castle.</p> <p>This junction is normally very busy with both traffic and pedestrians, many of whom are foreign tourists.</p> <p>It is normally a four way traffic light controlled junction for traffic and pedestrians.</p> <p>The surface is smooth block paving, which can be slippery, especially when wet.</p> <p>Police motorcyclists will stop traffic and allow continuous right turn of all cyclists on to Royal Mile.</p>	<p>Cyclists are advised to exercise caution regarding sudden turns on the smooth surface, which will be safe and grippy enough, provided wider turns are made.</p> <p>Stewards will be on hand from this junction toward the Castle to manage tourist pedestrians who may unwittingly stray onto the road way for photos etc.</p>
<p>Castle Hill/The HUB</p>	<p>0.7</p>	<p>Cyclists will bear slightly to the right of the mini roundabout (continuing uphill), located outside 'The Hub' centre.</p> <p>This junction is controlled by pop-up bollards, which will be UP, in order to prevent vehicle access up to, or out of, the Castle Esplanade.</p> <p>When the Cyclists arrive at this point, the Scottish Power Pipe Band will be standing in the roadway, beyond the bollards, waiting for</p>	<p>Ramsey Lane, leading to Castle Hill, will be closed at its junction to prevent vehicles obstructing the final path of the band and cyclists into the Castle Esplanade.</p> <p>Stewards will ensure that tourists do not 'crowd out' the progress of the band as they proceed towards the Esplanade.</p> <p>Cyclists should take care to avoid the in-road bollards as they pass into Castle Hill.</p> <p>They will cycle at walking pace, behind the Pipe band.</p>

		<p>the approaching cyclists.</p> <p>When the cyclists are within a few yards, the band will march off towards the Castle, followed by the cyclists.</p>	
Castle Esplanade	0.8	<p>Cyclists will continue follow the Band up to the Castle Drawbridge.</p> <p>The Pipe band will stop at this point and cyclists will dismount for the final walk into the Castle Grounds itself</p>	<p>The Esplanade is normally a wide open space.</p> <p>However, the Castle staff, in conjunction with UK Government staff, are arranging for media area (for TV Cameras) to be identified and for public to be barred on the opposite side, to allow suitable views for all.</p>
Castle MOD Barracks	1.0	<p>All cyclists will be led to the MOD Barracks on foot, led by three piping staff.</p> <p>All cycles can be left here for loading and transit into support vehicles, which will already be at the location.</p>	<p>The surface is uneven cobbles inside the castle drawbridge and cycling is not permitted inside the castle grounds itself.</p> <p>No traffic is normally permitted in the castle grounds, unless by specific authority of the Castle staff, therefore there is minimal likelihood of any issue with vehicles beyond this point.</p>