

## CYCLE LANES COUNT

On-road cycle lanes are under attack. But whilst Spokes accepts there are some problems, we believe highly-visible on-road cycle lanes and advance stop lines [ASLs] are vital. We suspect that the wide-spread and growing presence of such facilities, over the years, is probably the biggest single factor behind Edinburgh's increasing cycle use as compared to other cities - what else could explain the difference?

Getting more people on bikes is the top priority for cycle policy. More people cycling means better public health, lower climate-change emissions, less toxic fumes, reduced congestion, and more people using local shops. And more people on bikes is the most effective way to make cycling yet safer - far more effective than increasing helmet use. The recent paper *Safety in Numbers: more Walkers and Bicyclists* in the international journal *Injury Prevention* [Sept 2003] shows that if cycle use doubles then the risk per cyclist falls by over a third [see Spokes 87, p7. For a summary of the paper, email [mj\\_wardlaw@hotmail.com](mailto:mj_wardlaw@hotmail.com)].

In surveys people consistently say they would cycle more if there were more cycle facilities, both on and off-road. And those 'theoretical' views translate into real decisions. When cycle lanes were decried as useless in an Edinburgh University online discussion, this prompted replies such as "In defence of cycle lanes, I'd have never gotten the courage to cycle without them, and across junctions they are a lifesaver" and "I wouldn't have considered taking up cycling to work had it not been for the increasing number and visibility of cycle lanes ... the increasing awareness of cyclists made me feel it was a viable option."

### WHAT'S HAPPENING IN EDINBURGH?

Whilst we are delighted that the council cycle team is pressing ahead with major cyclistroute projects [e.g. Spokes 88 p8], including ASLs at all signalled junctions by 2006, **other sections of the council are undermining these efforts.**

The Council's **Streetscape Working Party**, which does not consult the public or bodies like Spokes, has unilaterally decided that all World Heritage Area cycle facilities must be black. If this cuts bike-use, it will reduce safety. Oddly, the multicoloured parked-car patchwork of the New Town is ok to remain! And the Heritage area may widen [H 8.10.04] meaning black bike lanes from Botanics to Meadows.

### EDINBURGH'S TARMAC HERITAGE

If preserving a sea of C20<sup>th</sup> black tarmac is more important than encouraging shoppers and visitors to use the most conservation-friendly transport mode after walking then the council has quite lost its reason. **Please contact your councillor if this concerns you.** continued p7



*The Mound cycle up-lane: a capital facility which makes cycling far easier - and without delaying motor traffic any more than it appears to be delaying itself ! [though parts of the lane badly need resurfacing].*

**Inside:**  
**Public meeting p2**  
**Councils survey p4**

## BIKES AND TRAMS

The arrival of trams will be Edinburgh's biggest transport infrastructure change for many years. Spokes supports the tram, without which the pressure for more road capacity may become irresistible, but with important reservations.

- Spokes public meeting** - see p2. *Including:* on- and off-road effects, bike carriage, danger, examples elsewhere.
- Effect on **Princes St cycle lanes** - see p7 and Spokes 88.
- Effect on **North Edinburgh railway path** - p7.

## FUNDING: MINISTER SPEAKS

The government is doing much to push small/medium cycle projects, but scrapping the Public Transport Fund left a hole for big schemes [£1m+]. In our campaign about this **Mark Ruskell MSP** [Cross-Party Cycle Group chair] and **Stewart Maxwell MSP** asked Transport Minister **Nicol Stephen** [picture] if Integrated Transport Fund money was possible.



**We were delighted with the Minister's reply.** "Executive officials are always available to discuss at an early stage proposals from local authorities and others for transport projects, **which might include cycle infrastructure projects.**" [more p3 & p4] [For the full set of PQs, also covering bike/rail issues, see [homepages.ed.ac.uk/ddf/spk/PQ040809.htm](http://homepages.ed.ac.uk/ddf/spk/PQ040809.htm)].

## WHAT THEY SAY ABOUT SPOKES

*Some comments from members' letters and forms...*

- ☼ "Spokes membership is useful informative and enjoyable"
- ☼ "Continue all your brilliant work."
- ☼ "Thank you so much for what you do."
- ☼ "I do think the newsletter is really excellent!"

**And thanks from Spokes to all of you who write to MSPs, councillors, etc. We'd truly achieve a lot less without you!**

**Help SPOKES, other cyclists, and yourself by writing to your MSP, MP, councillor and the press every so often. See back page for contacts. Ask your MSP / MP to raise your questions with the relevant minister. Send us the results!!**

## ABBREVIATIONS USED IN LEAFLET

<b>H</b> The Herald	<b>LTT</b> Local Transport Today
<b>G</b> The Guardian	<b>SE</b> Scottish Executive
<b>SH</b> Sunday Herald	<b>DTLR</b> Dept of Transport UK
<b>TS</b> TRANSform Scotland	<b>STR</b> Scottish Transport Review

## FOR YOUR DIARY

**Spokes Sunday Rides** [www.snowcycle.co.uk](http://www.snowcycle.co.uk) Normally 1st Sun each month. Meet 10am, Usher Hall, Lothian Rd. Fairly gentle rides, 30-40 miles. Lunch at pub/café, or bring picnic. Showers won't stop us, but real bad weather may cause cancellation. We show the way, help with breakdowns, wait for the less-speedy, and aim for a fantastic time! **You must ensure your bike is in good order, and ride considerately and carefully. You are entirely responsible for your own safety.**

If under 14 or unused to roads you must come with an adult.  
*More info:* [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk) 445.7073.

*Dates:* Nov 7, Dec 5, Jan 2 [provisional], Feb 6, Mar 6.

**Easy Rides** usually 15-20 miles on paths & quiet roads, Sat 10-3. [Chris.Pearson@bcs.org.uk](mailto:Chris.Pearson@bcs.org.uk)

**Spokes Cycle W'ends** not in winter [Paul.McGuire@ed.ac.uk](mailto:Paul.McGuire@ed.ac.uk).

**Go-Bike!** Strathclyde Cycle Campaign rides. 1st Sunday + some others. [www.gobike.org](http://www.gobike.org) 07932.460093 [info@gobike.org](mailto:info@gobike.org).

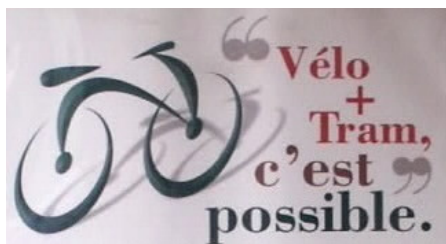
**Events general** [edinburgh-bicycle.co.uk/resource/whats\\_on.html](http://edinburgh-bicycle.co.uk/resource/whats_on.html)

**Ed University staff/student easy lunchtime rides** 1pm, 4-8 miles. [mark.james@ed.ac.uk](mailto:mark.james@ed.ac.uk) [www.transport.ed.ac.uk](http://www.transport.ed.ac.uk).

## Nov 25: SPOKES PUBLIC MEETING

### Hugh McClintock: Bikes & Trams

City Chambers, High St. 7.30 [6.45 for stall etc]  
Britain's expert on bike/tram integration - from Nottingham University and bike campaign. Discover how Edinburgh trams could be bike-friendly, and how you can help make this happen.



Nov 26 **Bikes and**

**Trams** Hugh McClintock stays for a morning seminar at City Chambers for councillors/officials. Spokes members also welcome, space permitting. 9am for 9.30. Possible 11.30 site visit. *Info:* [imaxwell@gn.gpc.org](mailto:imaxwell@gn.gpc.org).

Nov 21 **Road Crash Victims World Remembrance Day** - to enquire/arrange local event: [www.roadpeace.org](http://www.roadpeace.org) 020.8838.5102

Dec 2 **Sustainable Integrated Transport Round the Forth** conference. [www.forthestuaryforum.co.uk](http://www.forthestuaryforum.co.uk) 01383.420104.

Dec 7 **Climate Change** conference by WWF/Sunday Herald /Scottish Executive. [www.holyrood.com](http://www.holyrood.com) 0131.272.2130.

Dec 14 **Community Rail Partnerships** City Chambers, High St, 7.30 [coffee 7]. Several rural lines now operate this way - successfully and often more bike-friendly. Can it be done for Borders rail? [Lawrence.Marshall@edinburgh.gov.uk](mailto:Lawrence.Marshall@edinburgh.gov.uk).

2005 Apr 14 **Reassessing Cyclists Infrastructure Design Guidance** conference. [Hugh.McClintock@nottingham.ac.uk](mailto:Hugh.McClintock@nottingham.ac.uk).

May 31- Jun 2 **Velo-City** International Cycle Conference Dublin. 'Delivering the Vision' [www.velo-city2005.com](http://www.velo-city2005.com).

Jun 11-19 **National Bike Week** [www.bikeweek.org.uk](http://www.bikeweek.org.uk)

Jun 12 **RideWild** for FOE/SWT [Glasgow] [neilposol@aol.com](mailto:neilposol@aol.com)

Jun 25 **St Andrews Ride** for Leptra [www.lepra.org.uk](http://www.lepra.org.uk).

## PUBLICATIONS & WEBSITES

All publications listed are free unless otherwise stated

### GETTING ABOUT

- ★ **Spokes Maps** - see advert on p6 for maps & prices.
- ★ **Sustrans Round-Forth map & Scotland Network leaflet** [www.nationalcyclenetwork.org.uk](http://www.nationalcyclenetwork.org.uk) 0845.113.0065.
- ★ **[www.edinburghpaths.info](http://www.edinburghpaths.info)** 'Exploring Edinburgh' route guides by Chris Hill, also published in Council *Outlook*.
- ★ **[www.northsea-cycle.com](http://www.northsea-cycle.com)** North Sea cycle route.
- ★ **[www.visitscotland.com/cycling](http://www.visitscotland.com/cycling)** online routes; also **Cycle Scotland** visitor' guide/route booklet 0845.2255121.
- ★ **Smartways Map** N. Lanarkshire [Kilsyth-Coatbridge-Wishaw area - longdistance and local routes and info included] [HerriotC@northlan.gov.uk](mailto:HerriotC@northlan.gov.uk) 01236.618121. Also N.Lanarks bike/walk strategy [www.smartways.info](http://www.smartways.info).
- ★ **Countryside Paths around Falkirk Wheel** map 01324.504950 [We hope to send the map to members in this mailing].
- ★ **Aberdeen Cycle Map** from Aberdeen Cycle Forum 25 View Terrace AB25-2RS. [www.aberdeencycleforum.org.uk](http://www.aberdeencycleforum.org.uk)

### USEFUL CAMPAIGNING INFO

- ★ **Highland Cycle Campaign** newsletter 01463.222617 [www.highlandcyclecampaign.org.uk](http://www.highlandcyclecampaign.org.uk).
- ★ **[www.transformsotland.org.uk](http://www.transformsotland.org.uk)** update from Scotland's sustainable transport pressure group - new Forth Bridge; Aberdeen road plans, healthy transport etc. 0131.467.7714
- ★ **Budget 2004 & Energy** Scathing report by Parliament Environmental Audit Committee, calling for higher fuel taxes. Report HC490. Download at [www.parliament.uk](http://www.parliament.uk) [committees] or £15.50 at Stationary Office, Lothian Rd.
- ★ **Borders Railway Project** newsletter Summer 2004 0131.623.2008 [www.waverleyrailproject.co.uk](http://www.waverleyrailproject.co.uk). The project needs letters for its Parliamentary case - write if it would help you with recreational or other journeys, and highlight the need for good bike carriage and station path links. Also [waverleyroutetrust.org.uk](http://waverleyroutetrust.org.uk) for a community-based & more ambitious scheme, and **Campaign for Borders Rail** [www.borderrail.co.uk](http://www.borderrail.co.uk) 01578.730262.

### GENERAL CYCLING INFO

- ★ **[www.bikeforall.net](http://www.bikeforall.net)** government/industry-sponsored site on how, where and why to cycle - especially for novices.
- ★ **[www.bikeregister.com](http://www.bikeregister.com)** register your bike in case of theft.
- ★ **Cycling for Special Needs People** Free 8-page factsheet from [peter@velovision.co.uk](mailto:peter@velovision.co.uk) 01904.438224.

### RESEARCH AND IDEAS

- ★ **World Transport Policy and Practice** Academic research on reducing global addiction to cars, lorries and aircraft. Vol 10 #1 includes 'Winning Support for Radical Transport Proposals' [www.eco-logica.co.uk/WTPPhome.html](http://www.eco-logica.co.uk/WTPPhome.html).
- ★ **[www.nottingham.ac.uk/sbe/planbiblios](http://www.nottingham.ac.uk/sbe/planbiblios)** sustainable urban travel site by Hugh McClintock [click on bibliographies].
- ★ **Cycle Parking** Sustrans/CTC factsheet 0845.1130065.
- ★ **Traffic Advisory Leaflets** - government advice notes from [tal@dft.gsi.gov.uk](mailto:tal@dft.gsi.gov.uk) 020.7944.2478 [www.dft.gov.uk](http://www.dft.gov.uk).  
3/04 **Quiet Lanes** [England-only project - why??]  
4/04 **Bike and Rail** - good practice guide.
- ★ **Impact of Road Humps on Vehicles and Occupants** Humps/cushions reduce speeds, prevent injuries and save lives, but some people claim damage to vehicles/spines. A few councils have even removed humps [LTT 6.5.04]. This new Transport Research Lab report [TRL614, £40] says current designs *do* work well, and should be continued. 01344.770783. Summary at [www.trl.co.uk](http://www.trl.co.uk).

## SPOKES LEAFLET INFORMATION

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## SPOKES INTERNAL

- ⊗ This publication, which is aimed at decision makers as well as individual cyclists, is now the **Spokes Bulletin**. The former term 'leaflet' sounded too ephemeral, whilst 'newsletter' is too internal and 'magazine' too glossy!
- ⊗ To get on a **Spokes email list** contact the address shown. When possible we also notify by post/phone, but time is tight - we're all volunteers! *Note:* these are notification lists. For discussion use the forum at [www.spokes.org.uk](http://www.spokes.org.uk).
- **Pathwork volunteers** [peterhawk@care4free.net](mailto:peterhawk@care4free.net)  
[recent work has seen vegetation clearance on 12 paths!]
- **Spokesworker Action-Update** [spokes@spokes.org.uk](mailto:spokes@spokes.org.uk)  
[notification of the 'roughly-monthly' spokesworker online - or send 10 SAEs, for paper copies plus other enclosures]
- **Sunday rides** [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk)
- **Resources /Planning group info** [Dave.duFeu@ed.ac.uk](mailto:Dave.duFeu@ed.ac.uk)
- **Scottish Trunk Road orders** [Dave.duFeu@ed.ac.uk](mailto:Dave.duFeu@ed.ac.uk)
- ⊗ Spokes makes **donations** to relevant projects. Recently we aided the **Bike Station** [[thebikestation.org.uk](http://thebikestation.org.uk)] over a temporary crisis and contributed to TransForm Scotland's **Healthy Transport factsheet** [SAE for a copy]
- ⊗ We plan a new **Spokes West Lothian Map** in 2005. Please send any suggestions, or volunteer to check out routes/areas. [smith.tim@ukonline.co.uk](mailto:smith.tim@ukonline.co.uk) 0131.554.7264.

## EDINBURGH AREA

If any of the points in this section concern you please contact your local councillor and/or transport boss Councillor Andrew Burns - see page 8 for contacts.

- Princes St cycle lanes**- see p7 [and how about Dutch-style?]
- Cycle lanes to be black** - see p1/p7.
- Early 2005 sees the **Transport Edinburgh** referendum - congestion-charging plus massive investment in public transport, cycling, etc [e.g. tramline 3, linking the centre to the Infirmary, Edinburgh University sites, and many residential areas]. Spokes firmly backs the plan, though disagreeing with some detail. The London experience suggests less congestion and pollution, a more pleasant city, and a big rise in bike use. However, there is much opposition, even including Edinburgh LibDems [Spokesworker 2.10.04]. *To help the support campaign* contact [spokes@spokes.org.uk](mailto:spokes@spokes.org.uk). **STOP PRESS 1:** Public Inquiry agrees Edinburgh plan. Press release: [homepages.ed.ac.uk/ddf/spk/CCInquiry.doc](http://homepages.ed.ac.uk/ddf/spk/CCInquiry.doc) Full report: [www.transport-edinburgh.org.uk](http://www.transport-edinburgh.org.uk)
- SP 2:** LibDem Cardiff City plans similar scheme! [LTT 7.10.4]
- Edinburgh Council is drawing up **future cycle network** plans. Spokes offered help through a questionnaire to all members - this combined knowledge/experience far exceeds what Spokes centrally can provide! An action plan is to follow in 2005, and implementation should accelerate rapidly in 2007 if the referendum succeeds.
- Opposing a **new Forth Bridge** [www.forthrightalliance.org](http://www.forthrightalliance.org)
- Sustrans is progressing vigorously on the **Round-Forth** project [Spokes 88]. The terrific new free map [0117.926.8893] has helped persuade **Sustran**, representing local councils, to form a subgroup seeking a funding package.
- Members increasingly contact us about **links between Edinburgh and the surrounding areas** - including the A90 [cycling to be banned], A8 [appalling path], A71 [no path] and routes to Midlothian. We have suggested Edinburgh, or Sustran, seek government funding [p4] for a strategic project providing quality links. If you agree, please tell your councillor [p8] how it would help you.

## YOU MUST BE JOKING!!!

Our thanks to all who gave Spokes Resources Group some light relief from envelope-labelling, by entering our summer jokes contest. Entries were judged anonymously by a panel of 6 members, each judge scoring independently, with scores for each entry then totalled. Top prizewinners are shown here, and full results were in Spokesworker [4.9.4].

**Riddles** [A by Mark James, B/D Katharine Wake, C Ed Mackay]

1<sup>st</sup>= Why is a bike tyre different from Gordon Brown? [A]

1<sup>st</sup>= Why can't you get a flat tyre on a penny farthing? [B]

2<sup>nd</sup>= What's faster - walking, running or cycling? [C]

2<sup>nd</sup>= Where do the best dressed cyclists get their kit? [D]

**And the winning non-riddle** [Dave Sorensen]

Two students were walking across campus when one said, "Where did you get such a great bike?" The other replied, "I was walking along minding my own business when a beautiful woman cycled up. She threw her bike down, took off all her clothes and said, 'Take whatever you want!'"

The first student nodded approvingly, "Good choice - the clothes probably wouldn't have fitted."

## CONSULTATIONS

*We urge interested members to check these consultations and send in comments. Please copy to Spokes a.s.a.p.*

- ☞ **Edinburgh World Heritage Site** [by 19 Nov] - see p7.
- ☞ **Graduated Speed Penalties** The closing date is passed, but it's not too late to write to your MP [not MSP] - see p8. There's a case for tougher penalties for worse violations, but *the proposal to reduce penalties for driving at 30-39mph in a 30mph zone is appalling*. At 35mph a driver is twice as likely to kill a pedestrian they hit as at 30mph. And, as medical epidemiologists tell us, the 'ordinary' drivers at 35mph kill far more than the 'idiots' at 50mph, because there are so many more 'ordinary drivers' [Public Health News 21.6.04]. The government's consultation paper is at [homepages.ed.ac.uk/ddf/spk/speedconsultation.doc](http://homepages.ed.ac.uk/ddf/spk/speedconsultation.doc). *More info:* [www.brake.org.uk](http://www.brake.org.uk). Meanwhile, for fairness, how about income-related fines, as in Finland where £7m-a-year sausage-empire tycoon Jussi Salonoja received a £116,000 penalty [Carbusters Mar 04 [www.carbusters.org](http://www.carbusters.org)].

## CONGRATULATIONS!!



**Cllr Andrew Burns**, Edinburgh Council transport supremo [*'Executive Member for Transport'*] here at Spokes Bike Breakfast, has won the 'outstanding contribution to transport' award at the 2004 Transport Awards. Open to every councillor in Britain, the award recognises the

person who has done most to promote sustainable transport and tackle congestion. In our experience Cllr Burns ably combines an understanding of transport and of politics, puts great effort into taking the public with him, and so can make things happen as radically as realistically possible.

## SPOKES MEMBERSHIP RENEWAL

*Please return your 2004 renewal form if not yet done. If you can't remember if you've renewed, please don't ask - you'll get a renewal form in late February. You won't miss anything.*

# SPOKES 9<sup>th</sup> ANNUAL COUNCIL CYCLE FUNDING SURVEY

*Note: See opposite page for meanings of abbreviations.*

As usual, Spokes surveyed Scottish mainland councils on cycling/SRS capital spending [03/04] and budgets [04/05]. Only 7 councils, mainly small ones, did not reply.

## HIGHLIGHTS FROM THE RESULTS

### **Councils' Own Transport Capital**

For a second year council cycle and SRS budgets are up [col g]. And, unlike last year, all internal funding sources are up [cols c-f]. But disappointingly the rise doesn't match the growth in overall council transport budgets [see cols b & p].

### **External Funding Raised by Councils**

Although scrapped 2 years ago, residual PTF funds [col i] still provide *more than twice as much as any other source*, internal or external! Increased Sustrans SE end-of-year funds proved very helpful to councils [the main factor in col j], and SE funds to council partnerships also helped [in col j].

### **The Overall Picture, and the Future**

- As last year most councils now do spend on cycling, but..
- There is huge variation between councils.
- Total cycle expenditure** [internal+external] **is at a peak, but could decline severely as residual PTF funds end.**

## COMMENTS ON FUNDING SOURCES

### **'INTERNAL' FUNDING**

Allocations of council own capital funds and CWSS funds to cycling and to SRS projects are up. However the increase is not large considering that overall transport budgets are up and that new SE funding for 20-mph zones should mean less competition between council sustainable-transport budgets.

### **CYCLING, WALKING, SAFER STREETS**

We count the £8.2m SE CWSS allocation as internal since councils have discretion how much to use for cycling/SRS, and in fact only around 25% is spent on each of these areas. Most of the rest goes on walking-only and general traffic calming - even some 1-way streets, which deter cycling!

### **PARTNERSHIP FUNDING**

To encourage more working together and cross-boundary initiatives on cycling, walking and public transport, the SE allocated £15m to council regional partnerships in 03/04 and in 04/05 - e.g. £4.9m to S.E.Scotland partnership **Sestran**. Despite writing to Partnerships as well as councils it proved tricky to identify how much of this went to cycle projects. Some partnerships took a regional perspective whilst others split the funding between councils on a population basis. Some reported walking and cycling combined, and several councils in practice spent their funds differently to how their Partnership had expected. However, **we estimate that only 4%-7% of the £15m annual total went to cycle projects.**

## WHAT CYCLE OFFICERS SAY

We asked cycle officers to comment on funding methods for cycle projects. Of 12 who did, the main points were...

- Late funding announcements** - hard to plan and spend. The problem was exacerbated by very late SE announcements on Sustrans [see below] and on Partnership funding.
- Large-scale cycle projects need new source of funding** - this validates our campaign on this topic [below].
- Sustrans funds welcome** - are earmarked for cycle work.
- CWSS needs earmarking/auditing** - not all councils allocate a reasonable element to cycle projects.
- CWSS scheme welcomed** - encourages some councils who wouldn't otherwise have any cycle projects.
- SE 20mph school funds** - useful [not covered in survey].

## SE 'END OF YEAR' FUNDS FOR SUSTRANS

The best new feature this year is the SE £2.5m funding to Sustrans in late 03/04. **Despite the short notice, some 50 projects in over half Scotland's councils were carried out** [Sustrans Scotland annual report]. And unlike other funding sources, where councils have discretion, every penny goes to cycle projects. Rightly, Minister **Nicol Stephen** praised Sustrans for work of "*high standard, on budget and in tight timescales*" [SE 5.7.04]. One would be hard-pressed to find any other government transport funds used so capably under such time pressure. Given this, **we are amazed that the similar Sustrans 04/05 bid has still not been approved**, leaving just 6 months to use the money- if it is allocated!!

**Please ask your MSP to question the Minister.** Will the 04/05 bid be approved, and will he decide sooner next year?



Dalmeny path resurfaced with Sustrans 03/04 funding

## FUNDING FOR VERY LARGE PROJECTS [say £1m+]

Very big projects cannot be funded by any of the above means. Until 2002/03 Councils could apply to the SE PTF, and generally 3 or 4 councils each year received £1m-£4m, often spread over 2-3 years, for cycle work. Project types included cycle-only like Argyll & Bute's fine Lomond-area routes [[www.argyll-bute.gov.uk](http://www.argyll-bute.gov.uk)], cycling in sustainable town projects [e.g. Dumfries] and integrated schemes [e.g. bus/bike access to Edinburgh Infirmary and West Edinburgh - Spokes 84].

Since 2000 PTF has been by far the largest single source of cycle project funding [p5 & Spokes 80,83,86], but only this year has the SE acknowledged the effect of ending it: a SE letter to Spokes [7.10.4] says "*ending the PTF in 2002 has in effect cut the major potential source of funding for large scale cycling projects.*" Thus our delight at the Minister's recent Parliamentary answer [p1] confirming councils can now approach the SE about ITF funding for major schemes.

**Spokes has notified all councils of the Minister's reply** and we understand **Westrans** partnership is likely to suggest a strategic cross-boundary cycle project too costly to fund by other means. Locally, Spokes is pressing Edinburgh and **Sestran** for high quality links between the city and the surrounding areas [p3]. *These seem ideal ITF candidates, and will test what the Minister's words mean in practice!*

## LESSONS FOR THE FUTURE

The government is working on re-structuring transport authorities, to promote more regional and strategic thinking.

**There is a clear danger cycle projects will be sidelined.** Many councillors don't see cycling as a priority; and project work has grown largely thanks to special government rules [PTF, CWSS & Sustrans]. **For bike use to flourish, and to achieve SE cycle and public health targets, small/medium projects need earmarked money, and large-scale schemes some form of bidding/application to an external fund. These features must be retained in any new structures.**

# READING THE TABLE

## Abbreviations:

- SRS** Safer Routes to School  
**SE** Scottish Executive [i.e. the Scottish government]  
**PTF** SE Public Transport Fund [now abolished]  
**ITF** SE Integrated Transport Fund  
**CWSS** SE Cycle, Walk, Safer Streets allocation, 01/02 on.

## Footnotes:

- \* See 'Important' below, re Sustrans SE end of year money
- + Plus unknown sum(s) - e.g. unquantifiable or not yet known
- ! Uncertainty - used data from previous or subsequent year or survey, in whole or in part, to estimate this figure
- \$ Unknown CWSS split - used Scottish averages: 23% to cycle projects, 26% to SRS [based on Spokes 2003 survey]
- ? Uncertain figure, for reasons in earlier footnote
- t Integral to bus corridor [e.g. lanes/ASLs] - say 10% cycle [my guesstimate - respondent not able to disentangle]
- u Some/all brought forward - e.g. land negotiation problem
- v W. Lothian has huge 04/05 road renewal, trebling the col b entry and reducing col p (but cycle spending is low also).

## SPECIAL NOTES for the 2004/2005 table:

- ☞ **IMPORTANT:** The 03/04 figures include SE 'end of year' money allotted to Sustrans. If the same happens in 0405, as hoped, this could increase the 2234K in col j to around 4000K, and the col q indicator to 335p per head.
- ☞ Totals and %'s are not exactly comparable with previous reports, because of differing non-respondents.
- ☞ When a council can't extricate a figure I have estimated and footnoted [! \$ t], often in discussion with the cycle officer. This is nearer the truth than a blank/zero entry. If an estimate is impossible, footnote + is used [below].

## Columns [the most important are p, k and q]:

**Col p:** the percentage of the council's own 2004/05 roads/transport capital budget which it budgets for cycling and SRS.

Col p thus indicates what is allocated to cycling/SRS from funds over whose use the transport dept has a fair degree of discretion. *Note:* we add each council's entire government CWSS allotment into col b since many use it interchangeably with other relevant budgets. The amount of CWSS which they choose to allocate to cycling/SRS is shown in cols d,f.

**Col k:** what the council has itself raised specifically for cycling/SRS [£k] from *all sources other than its transport budget* - see i & j below for main sources. Unlike col p this funding, once raised by the dept, generally has to be spent on cycling.

**Col q:** *total per head of population* [in pence] to be spent on cycling/SRS from all sources internal [col g] & external [col k].

**Col b:** Excludes ring-fenced external/additional resources such as PTF allocations, but includes CWSS - see col p note above.

**Cols c,d:** Cycle spending from council's own overall capital roads/transport budget (c) and from the CWSS allocation (d).

**Cols e,f:** Ditto for SRS - internal (e) and CWSS (f) budgets.

**Column i:** Cycle element of successful PTF bids.

**Column j:** Other external - e.g. Sustrans, Europe, Local Enterprise Company, developers, lottery, other council depts.

## Targets column:

- a government target adopted [quadruple use by 2012]
- b more stringent target than government target
- c other target set by council
- N no target

## Audit column:

- a Formal cycle audit as in SE *Cycling by Design*
- b Road safety audit includes cycling
- c Ad-hoc / informal cycle audit
- d Cycle audit/check for planning applications
- e Other



a. Council [mainland only]	04/05 transport capital budget (£k) including CWSS but excluding PTF and other additional/external/other-department						04/05 external/additional/other-department cycle funds (£k)				04/05 indicators [ <b>bold</b> if over average]		Target set? %FTE bike staff	Bike audit?		
	b. total transpt capital	cycle budget		SRS budget		g. tot [c+d+e+f]	h. 03/04 as g	i. PTF projects	j. other extern	k. total [i+j]	n. (*) 03/04 as k	p. col g as % of col b			q. pence /head	
		c. own	d. CWSS	e. own	f. CWSS											
Aberdeen	5674	0	22	0	7	29	0	620	50	670	575	0.5%	<b>334</b>	a	0	bd
Aberdeenshire	7728	45	107	60	111	323	288	115	90	205	205	4.2%	233	a	?	a
Angus	8509	100	80	0	70	250	175+	0+	0	0+	72	2.9%	232+	a	25	abd
Argyll & Bute	4148	0	20!	0	9!	29?	31!	410	230+	640+	415	0.7%?	<b>735+</b>	N	~10	c
Clackmannan'	1448	0	10	0	34	44	0	0	21	21	55	3.0%	135	N	0	c
<b>Dumfries &amp; G</b>	3934	0	232	167	0	399	293	981u	847u	1828u	797	<b>10.1%</b>	<b>1515u</b>	a	80	abd
<b>E Ayrshire</b>	3635	102	98	117	98	415	380	0	110	110	79	<b>11.4%</b>	<b>438</b>	a	13	cd
<b>E Dunbarton'</b>	1774	0+	44	366	44	454+	350!+	560	130+	690+	560	<b>25.6%</b>	<b>1069+</b>	N	?	be
E Lothian	3146	10	0	0	38\$	48?	48!	20	0	20	135	1.5%?	75	N	<5	?
E Renfrewsh'	1045	0	15	18	0	33	33	0	100	100	0	3.2%	148	a	15	c
Edinburgh	23337	195	252	89	75	611	508	667	368	1035	604	2.6%	367	b	210	b
Fife	4141	136	166	125	50	477	704	0	100	100	388	<b>11.5%</b>	164	a	30	abd
Glasgow	18937	278+	278	308	308	1172+	617+	400!	0+	400?	789	<b>6.2%</b>	272+?	a	280	bcd
Highland	10138	75	0	0	388	463	374	0	95	95	10	<b>4.6%</b>	268	a	95	bd
Inverclyde	1966	0	61	0	25	86	127	0	0	0	243	4.4%	102	N	10	c
Midlothian	1070	0	0	0	131	131	134	0	0+	0+	312	<b>12.2%</b>	162+	a	5	a
N Ayrshire	1060	0	20	0	40	60	80	0	0	0	60	<b>5.7%</b>	44	N	0	a
<b>Perth/Kinross</b>	5719	34	0	97	219	350	281	137	17+	154+	536	<b>6.1%</b>	<b>373+</b>	?	50	bc
Scot Borders	6174	0	55	0	118	173	164	314	11	325	556	2.8%	<b>465</b>	c	5	bcd
S Ayrshire	947	0	112	0	0	112	4	10	60	70	40	<b>11.8%</b>	163	c	30	b
S Lanarkshire	4401!	17!	44!	0!	97!	158?	162!	10!	0	10	129	3.6%?	56?	?	?	?
W Lothian (v)	15058	0	43	0	0	43	221	252t	5	257	216	0.3%v	188	a	<10	bd
<b>Total/average</b>	<b>133989</b>	<b>992</b>	<b>1659</b>	<b>1347</b>	<b>1862</b>	<b>5860</b>	<b>4974</b>	<b>4496</b>	<b>2234*</b>	<b>6730</b>	<b>6776</b>	<b>4.4%</b>	<b>294*</b>			
03/04 Actual	106018	820	1534	991	1629	4974	n/a	3570	3206*	6776	n/a	4.7%	274*			
03/04 Budget	115337	807	1593	1269	1462	5131	n/a	5519	2951!	8470	n/a	4.4%	317*			

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## CYCLE LANES *continued from p1*

It is fascinating to note that even if black tarmac represents our C20th heritage, Edinburgh's past was more colourful. According to **Edinburgh World Heritage Trust**, John Ruskin noted 'with dismay' a new C19th greyness, later relieved by red sandstone, red-roofed Ramsay Gardens, etc. We do sympathise with the wish to reduce 'street clutter' - but using coloured lanes may well allow less signposting.

The Trust is now consulting on future management of the area. Draft policy no.44 is "to promote walking, cycling and public transport as the primary modes of access to and within the Site." **We urge you to comment: if the Trust is serious about this policy, they must ask the Council to use traditional red/roan-coloured cycle lanes, not black.** Consultation details: [www.ewht.org.uk](http://www.ewht.org.uk) 220.7720. Submit your views on this and any other heritage issues **by 19 Nov.**

A **second threat** is that cycle lanes will be removed from **Princes Street** to accommodate the tram [Spokes 88]. **We thank the many members who have written to councillors over this** - we have now been told the decision 'may' be reviewed [letter 2.9.04]. We would still like a clear policy decision by councillors. **Please keep up the pressure!!**

### THE PROBLEMS OF CYCLE LANES

Cycle lanes are under attack from other angles too. It is said they encourage bad practice by cyclists, and bring new dangers. These are valid concerns, but many can be tackled by better design and cycle-training [a driving license helps, for example in understanding traffic-lane discipline]. As for bike lanes causing **danger**, bike lanes on 7 main roads in Hull reduced cycle casualties by 40% despite big rises in use [LTT 29.7.4]. And despite rising cycle use Edinburgh has seen a substantial and absolute *fall* in serious casualties [Spokes 80]. Indeed, the council believes **ASLs** may reduce injury to *all* road-users, due to increased visibility for all.

Another big problem is **parking in cycle lanes**, leading some cyclists to suggest there is no point in the lanes. In a normal 'advisory cycle lane' [broken white line] cars may park unless there are yellow lines by the kerb. We want to see more yellow lines, and tougher enforcement, but nonetheless the many cycle lanes even with single yellow lines are a real boon when traffic is heaviest, in rush hours.

### NEW ROYAL INFIRMARY

Of all cycle-lane parking problems perhaps the worst is that from Cameron Toll to the new Infirmary, now an all-day unofficial parking zone. Cyclists contend for a long distance with fast traffic, roadside parking, uphill, and, in certain months, low sun. All-day parking was never anticipated, and with no adjacent shops it is a case where double-yellow lines should be installed as a matter of urgency. **Please contact your councillor** [see p8 for contacts].

### DO ON-ROAD FACILITIES RAISE CYCLE USE?

To obtain academically-valid proof that multiple on-road facilities increase cycle use significantly is no easy task. As transport expert **Prof Phil Goodwin** points out, it is often a life event, like changing job or house, or having a child, which prompts a re-think about journey-method. [This he calls *transport churn*, with 10% of the population facing such a turnover-point each year]. Then, if conditions look good for cycling the person is much more likely to cycle than if their only choice is a car-dominated highway.

Thus, whilst a new cycle lane may not suddenly bring out many cyclists, widespread visible on-road facilities should year-by-year do so; as seems to be happening in Edinburgh.

## N.EDINBURGH NETWORK

Spokes is very disturbed at new information from **TIE**, the body promoting the tram system, suggesting **the promised adjacent path may not fit all bridges**. Whilst TIE has given an absolute promise for Coltbridge viaduct, there is talk of the path rising to road level at one or two bridges. This is shocking, as at three detailed, constructive meetings with TIE it was clearly understood that an adjacent path would stay - i.e. traffic-free and at existing gradients.



Some cyclists are dubious at using this route for the tram anyway, for wildlife and path-enjoyment reasons, but if it is to cross roads and become steep then opposition within Spokes will grow. Over our 28-year life Spokes fought hard to scrap road plans for the line, then to convert what was a waterlogged dump into a path. We built a section ourselves, and later convinced the council to tarmac the whole route. In 1998 we defeated plans to break the path at a Crewe Toll road-crossing, and a new bridge was built in 1999 [picture]. **We are determined to keep a decent path in the 2000s!**

A recent much-quoted paper *Promoting Walking and Cycling as an alternative to using cars* by Ogilvie et al [BMJ 22.9.04] looking at initiatives to boost cycle use omits examples like Edinburgh: few exist, they are unresearched, and it is difficult to do so. Of course, as the paper says, other initiatives like individualised journey-planning advice [e.g. Sustrans Scotland Active Travel - [katef@sustrans.org.uk](mailto:katef@sustrans.org.uk)] can boost bike use. Indeed they can be seen as a way to step-up 'transport churn' - causing individuals to think about their travel method when they would not normally do so. Edinburgh has benefited from many such initiatives - Spokes maps [over 60,000 sold], Bike Station activities, school cycling projects, employer schemes, and so on.

**However, none of these initiatives are likely to work unless people have a route they are happy to cycle on, and feel cyclists are expected and wanted on the road.**

Of course, cycle lanes are not needed everywhere - for example, often not in slow-speed zones. And **cycling can grow substantially by restrictions on motoring** - like in London's congestion charge zone. Indeed as Prof Goodwin and others point out, **probably the most effective way significantly to increase cycle or public transport use is by measures to reduce the number of car journeys** - because there are so many cars [LTT 3.6.4, 8.4.4]. For example, a 10% reduction in car use could mean a 50% rise in cycle use - **but, again, former drivers will only choose to cycle if they feel the roads look good for it!**

### WHAT YOU CAN (MUST!!) DO

**If any of the points on this page concern you please contact your local councillor and/or transport boss Councillor Andrew Burns - see page 8 for contacts.**



# CLIMATE CHANGE

Climate change is increasingly seen as the world's biggest challenge, and new data suggest the rise in atmospheric CO<sub>2</sub> is accelerating [G 11.10.4]. The UK and Scottish governments are starting to act .. *except* when it comes to transport.

## FACTS, FIGURES AND FRIGHTENERS...

[We hope to include fuller info soon in an issue of *Spokesworker*]

*"Climate change is a challenge so far-reaching in its impact and irreversible in its destructive power that it radically alters human existence"* **Tony Blair**, Prime Minister.

*"Climate change is the greatest environmental threat facing us all, and SEPA fears it may be worse than predicted ... We have no idea of the consequences ... we have lost control"* **Prof James Curran**, Scottish Environment Protection Agency.

*"How can [Scottish Ministers] preach carbon reductions at the same time as funding the M74 extension? ... Seriously tackling climate change ... means changing our lifestyles. Things we currently take for granted, like the freedom to drive anywhere and take cheap flights abroad, will have to end. That may not be politically easy, but it is globally imperative."* [SH 22.8.04 - **Sunday Herald** editorial].

*"It's shocking that oil consumption is booming and we continue to live irresponsible lifestyles. Why not walk or cycle to work .. We must change"* **Dr Campbell Gemmell** SEPA

## Actual & predicted UK carbon emissions [SH 18.7.04]

[millions of tonnes]	1990	2000	2010	2020
Power stations	54	42	38	35
Residential	22	23	22	23
Road transport	30	32	35	40

The Parliamentary report **Budget 2004 & Energy** [details p2] shows motoring costs have fallen in real terms over the last 30 years, whilst bus fares have risen 50% and rail 70%, and the trend continues. *"Politicians have failed to make the case for the environmental benefits of taxing fuel ... we urge the government to implement the planned rise in fuel duty."*

## FURTHER INFORMATION & WHAT YOU CAN DO

☞ **How We Can Save the Planet** by Mayer Hillman, Penguin £7.99 [Sustrans offer £5.99 (+post?)] 0845.113.0065].

☞ **FOE Scotland campaign** [www.foe-scotland.org.uk/climate](http://www.foe-scotland.org.uk/climate)

☞ **Dec 7 Climate Change conference** - see p2 Diary.

## ESSENTIAL CONTACTS

**Cycle training:** 0141.287.9374 [training@scottishcycling.co.uk](mailto:training@scottishcycling.co.uk).

**Traveline Scotland:** rail, bus, ferry info [to include cycle aspects and cyclemap leaflets?] 0870.608.2608 [www.traveline.org.uk](http://www.traveline.org.uk).

**Potholes, glass on cyclist routes, broken lights, etc anywhere in Lothian [including Edinburgh], or Falkirk District:** [Use number on nearest lamp-post to report exact location]. Phone 0800.232323; Or see [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) - transport -Clarence.

**Bad glass/dumping [Ed only]:** Rapid Response 0808.100.3366  
**Smoky vehicles hotline:** 0870.606.0440.

**Taxis:** The Inspector, 33 Murrayburn Rd EH14 2TF. 529.5800.

**Drink-driving, speeding, driving whilst disqualified, and other road crime:** Freephone Crimestoppers 0800.555.111.

**Emotional/practical victim support:** RoadPeace 020.8964.1021

# 'FIRST SCOTRAIL'

ScotRail is now **First ScotRail**, with First Group taking over the franchise. We hope First will emulate ScotRail's record, nominated successfully by Spokes for the UK CycleMark award [Spokes 74], for abolishing bike fees and creating more bike space on many services. Spokes asked **Mark Ruskell MSP** to query the Minister on future policy. He was promised bike carriage will stay free and ontrain space will not fall [[homepages.ed.ac.uk/ddf/spk/PQ040809.htm](http://homepages.ed.ac.uk/ddf/spk/PQ040809.htm)].

**Sustrans** and **ScotRail** had recently realized a simple but fantastic new development - ScotRail's website providing a Sustrans map for every station! As a result, the 'stations' page saw a 40% increase in hits. First ScotRail has retained this facility, though unfortunately it's a bit harder to find [[www.firstscotrail.com](http://www.firstscotrail.com), click Travel Info then Station Info]. Further links take you to Sustrans Scotland news and more, encouraging passengers to use bikes and vice versa.

**We urge readers to send any bike/rail concerns/ ideas to the new management:** Mary Dickson, Director, First ScotRail, 87 Union St, Glasgow G1 3TA or [www.firstscotrail.com](http://www.firstscotrail.com). Make your letter positive and constructive!! - and copy to Spokes.

**Footnote:** A new government transport advice note is just out - **Bike/Rail good practice guide** - see p2 [publications].

## LOTHIAN POLITICIANS

**Write to your area MSP or Lothians List (2<sup>nd</sup> vote) MSPs at:** Scottish Parliament, Edinburgh EH99 1SP. 0131.348.5000.  
**or email:** [firstname.secondname.msp@scottish.parliament.uk](mailto:firstname.secondname.msp@scottish.parliament.uk).  
For example, [Sarah.Boyack.MSP@scottish.parliament.uk](mailto:Sarah.Boyack.MSP@scottish.parliament.uk).

### LABOUR

Sarah Boyack, Ed Central Mike Pringle, Ed South  
Susan Deacon, Ed East Margaret Smith, Ed West

Malcolm Chisholm, Ed North

### GREEN

Mary Mulligan, Linlithgow Robin Harper, List

Bristow Muldoon, Livingston

Mark Ballard, List

Rhona Brankin, Midlothian

SNP Fiona Hyslop, List

John Home Robertson, E Lothian

Kenny MacAskill, List

### CONSERVATIVE

David McLetchie, Pentlands

### INDEPENDENT

Lord James Douglas-Hamilton, List

SSP Colin Fox, List

**To find name/address/email of your Westminster MP...**  
[www.parliament.uk/directories/directories.cfm](http://www.parliament.uk/directories/directories.cfm) 020.7219.3000.

**To find name/address/email of your local councillor...**  
[www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) 0131.200.2000

**Write to councillors at:** City Chambers, High St, EH1 1YJ.

**Email councillors as:** [firstname.surname@edinburgh.gov.uk](mailto:firstname.surname@edinburgh.gov.uk)  
e.g. [Andrew.Burns@edinburgh.gov.uk](mailto:Andrew.Burns@edinburgh.gov.uk)

[www.eastlothian.gov.uk](http://www.eastlothian.gov.uk) 01620.827827

[www.midlothian.gov.uk](http://www.midlothian.gov.uk) 0131.270.7500

[www.westlothian.gov.uk](http://www.westlothian.gov.uk) 01506.775000

### Other local politicians...

**Europe:** [www.europe.org.uk/info](http://www.europe.org.uk/info) or [politics.guardian.co.uk/eu](http://politics.guardian.co.uk/eu)

**Sestran:** Cllr Russell Imrie, c/o Midlothian Council [above]

## ANSWERS TO PRIZEWINNING RIDDLES [p3]

**A** A tyre is happy with high inflation.

**B** Because they were made in the days before inflation.

**C** It depends whether you're going upstairs or downstairs.

**D** From a bespoke tailor.

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