

SPOKES

Bulletin 96 Spring 2007

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"EXTREMELY PROUD"

This was the reaction of City Council transport supremo Cllr Ricky Henderson on seeing the results of a Spokes midwinter traffic count on one of Edinburgh's busiest inner-city streets, Lothian Road. The Spokes count - on dark, showery Nov 28th - found bikes formed a stunning 13.9% of all citybound Lothian Rd vehicles during 8-9am.* And whilst bikes occupy little space to get from A to B our count also showed the 163 buses and commercial vehicles clogged by 658 private cars, most with just one occupant.

Cyclists already contribute greatly to congestion-relief. If half the 133 cyclists drove instead, cars would rise 10% - hiking congestion by perhaps 30%. But if half the drivers cycled, we could see a European-style paradise boulevard.



Winter traffic at Tollcross, heading for Lothian Road

There is much more the council should do to promote cycle use, and they often shoot themselves in the foot, as over coloured surfacing - but it's good to see them taking credit for what they have already achieved - doubling bike use when it is static across the UK. Only London, with its heavy investment in onroad facilities and promotional activities like map distribution, has also seen big rises.

Edinburgh Council Hustings - 22 March Spokes Spring public meeting - see page 2

Compared to other councils, Edinburgh has done well in cycle projects. But they still fail in *integrating cycling* throughout transport policy, and in *promotion of cycling*.

On *promotion* the Council is now improving somewhat - supporting initiatives like trycyclinginedinburgh.org.uk and thebikestation.org.uk. A combination of good, prominent onroad and offroad facilities, 20mph zones and imaginative promotion can work wonders. As a new form of promotion we'd like a public cycle counter - like this one in Malmo, Sweden - perhaps at Forrest Rd, where our survey found bikes forming 16.3% of all traffic.



photo: Cycling Scotland -

On *integration* the council fails badly - streetscape, plans for development areas, parking, bus corridors - cycling is often an afterthought, treated abysmally unless Spokes and our members shame the council into a rethink. There are endless examples - coloured surfaces, Caltongate, the A90, new parking policy, West Edinburgh Planning Framework. *Why must pressure groups and individuals lobby a council to integrate cycling, when it is already their policy so to do!*

This is why it's great to see the Council taking credit at last. If they are proud of what they have achieved, they are happier to do more - so it helps when you give positive feedback. Do send complaints; but praise too when it's due!

WHAT YOU CAN DO [especially with elections soon!]
 Ask your councillor for.. (a) a Dutch-style Lothian Rd redesign? - bringing less cars and yet more bikes (b) a public cycle counter like Malmo's (c) more ideas on p8.

*Full Spokes count data is on our website in downloads - technical.

MONEY RETURNS!!

After teetering on the edge, Scottish cycle project funds are rising - and Spokes members can take a fair bit of credit! Our 2005/6 survey showed spending set to collapse from £12m in 2004/5 to under £9m - down from a miserly 1.4% of the transport budget to a microscopic 0.7%. The cut was only partly intended: *the varied funding sources mean the Scottish Exec didn't fully realise what it was doing!*

But, following our campaign, 06/07 cycle spending shot up to £18m [see p4] - albeit still only a diminutive 1% of the rising transport budget. Councils and Sustrans are now building **new bike facilities** across Scotland, and Cycling Scotland is creating new **training and promotion** options.

The Executive has also finally taken on board that project

Scotland (£m)	03/04	04/05	05/06	06/07
cycle spending	10.0	11.9	11.5	[8.6!] 18.1^
total transport	797	883	1007	[1281*] 1728#
% for cycling	1.3%	1.4%	1.1%	[0.7%] 1.0%

! Cycle original estimate [Spokes 93] was 8.3m, corrected to 8.6m.

^ Cycle estimate [see p4] after our campaign and Executive rethink.

* Scottish 06/07 transport budget, in early 2006.

Transport budget 9.06, after rail transfer + rising bus concessions.

planning needs time - for consultation, land acquisition, etc - a regular theme from cycle officers in our survey. Instead of end-of-year money to spend in 6 months, funding is now pledged for 07/08 as well as 06/07. **The Executive post-election spending-review must sustain this good practice with early announcements for 08/09 and on.** *ctd on p8*

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 BULLETIN

G The Guardian SH Sunday Herald
SE Scottish Executive LTT Local Transport Today

FOR YOUR DIARY

ON ALL RIDES: Please ride considerably and carefully.
You are entirely responsible for your own safety.

Spokes Sunday Rides - 'Explore, Dream, Discover!' Usually 1st Sun of month, 30-40 miles. Meet 10am, Usher Hall. Lunch at pub/café, or bring picnic. We show the way, help with breakdowns, wait for the less-speedy. Your bike must be in good order. If under 14 you must come with an adult. www.snowcycle.co.uk stuart@snowcycle.co.uk 445.7073.

Dates: Mar 4, Apr 1, May 6, June 3, July 1.

Easy Rides Usually 15-20 miles on paths & quiet roads, some Saturdays 10-3. Mike Lewis 343.2520.

V. Easy Rides Usually 5-15 miles, paths, quiet roads. 10am last Sun of month www.trycyclinginedinburgh.org.uk 558.2647

Go Bike! Strathclyde Cycle Campaign rides. 1st Sunday + some others. www.gobike.org 07932.460093 info@gobike.org.

Edinburgh cycling events www.cycling-edinburgh.org.uk

Mar 13 First ScotRail achievements/aspirations - CRAG public meeting, City Chambers, High St, 7.30 [coffee 7pm] Patrick 558.8042 patrickh@6brc.freesevice.co.uk.

Mar 22 Spokes Council Hustings: Policy on Cycling and Transport - Hear and question Edinburgh election candidates. Augustine United Church, Geo IV Bridge, 7.30. Open 6.45 for stall, chat, coffee [and sample some top cycling recipe competition entries!] *More info:* jackie@waitrose.com.

Note: all main parties on the council are sending their transport speaker - a sign that you are seen as important!

Chas Booth Green, candidate for Sighthill/Gorgie
Deidre Brock SNP, candidate for Leith Walk
Cllr Ricky Henderson Lab, Executive member for transport
Cllr Allan Jackson Conservative Transport Spokesperson
Cllr Phil Wheeler LibDem Transport Spokesperson

Mar 29 FOE Holyrood Election Hustings - Augustine United Church, Geo IV Bridge, 7.30. 553.6869.

Mar 30 Health on Wheels - free seminar at Scottish Exec, Edinburgh, on a scheme to refer patients to cycling programmes. *Info:* 0141 2295350 www.cyclingscotland.org.

Apr 3 Marketing and Promoting Cycling - conference, Bolton Uni. www.bolton.ac.uk/cyclingconference 01204.903027.

Apr 10 Transport Scotland - Chief Exec Malcolm Reed. TS is the government 'quango' in charge of trunk roads and all big rail and road projects. CRAG meeting - details as 13 Mar.

June - Spokes Bulletin 97 - mailout - exact date not fixed.

June 16-24 National Bike Week - www.bikeweek.org.uk. Local info at bikeweekinedinburgh.info.

Aug 27-31 Towards Carfree Cities - 2007 conference Istanbul. www.worldcarfree.net/conference

Sep 16 Pedal for Scotland ride - www.cyclingscotland.org.uk

Sep 16-22 European Mobility Week - www.itwmc.gov.uk - Theme *Streets for People*. Edinburgh info at streetsforpeople.info. 2007: **Velo-City** Conference, Munich www.velo-city2007.com.

LOCAL ONLINE CYCLING

[Other useful and interesting websites in Spokes 93 & 95]
edinburghpaths.info routes/rides in Edinburgh area.
educatedtravel.info travel options for parents, students, staff in Edinburgh's schools, colleges and universities.
bicyclefilmfestival.info summer Edinburgh film festival.
craigmillarcycles.info local project-bike centres/workshops.
bikeweekinedinburgh.info/streetsforpeople.info Event weeks

SPOKES BULLETIN INFORMATION

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CONTACTS/IDEAS

Road/path defect reporting - Locally Clarence [p8] is very effective, but anywhere in the UK you can now report online at CTC's www.fillthathole.org.uk and www.clearthetrail.org.uk.
Dundee - David Martin is lobbying to set up a Dundee Cycle Forum - contact him at groups.yahoo.com/group/ABCDundee.

Sustrans - Donate spare time to being a Sustrans Ranger, helping look after local cycle routes. 539.8120, Sarah.

Carlisle to Inverness - Sustrans and Pocket Mountains have published a guidebook and new maps of the epic 430-mile Lochs and Glens route [available April] www.sustrans.org.uk.

World Transport Policy & Practice - online sustainable transport journal. Interesting Bike Film Festival article in vol 2, no 3. www.eco-logica.co.uk/WTTPHome.html.

Autoholics Anonymous - give it up!! - www.autoholics.org.

Ageing Well - Edinburgh project for older people supporting each other in active lifestyles - including cycling. Novices and leaders needed. 652.4343 anitajeffries@edinburgh.gov.uk.

Edinburgh Alliance against Urban 4x4s - 07773.852035. stopedinburgh4x4s.blogspot.com and www.stopurban4x4s.org.uk.

World Carfree Network - A range of international and area-based projects www.worldcarfree.net/projects.

Health Benefits - new Sustrans website reporting evidence on health benefits of physical activity. www.the-evidence.org.

USA Cycling - it's not all SUVs/Humvees! See a refreshing perspective at www.bikeportland.org. Aim - to inform & inspire!

LOCAL BIKE PROMOTION

TryCyclinginEdinburgh plans an even more ambitious 2007 than was 2006 [Spokes 94,95] if that can be imagined. Edinburgh's prominent onroad/offroad bike facilities, the Spokes 100,000-sale maps, and TryCycling's imaginative, mass-contact promotion seem to be a winning combination. Surveys by Spokes [p1] and Sustrans, and reports from bike shops, all suggest cycle use is rising. City centre cyclists report a feeling of 'critical mass' - there are enough bikes out there that motorists are starting to realise that bikes do exist!

Bike facilities are improving, due to the new funding [p1] - e.g. canal and A8 paths - though onroad there seems a hiatus, and threats remain to the coloured surfaces which make cycling feel a real option for many [Spokes 93]. The Council has also not managed to find a new cycle officer [Spokes 95]. *These are all issues to raise with council election candidates.*

On **maps**, 2007 sees new editions of Edinburgh and East Lothian, and the first ever Spokes Glasgow map - in liaison with Go-Bike [www.gobike.org] and Glasgow City. **Go to** www.edinburghcyclemap.co.uk to submit ideas or corrections. Ditto for glasgowcyclemap and eastlothiancyclemap.

Promotion is now an astonishing web of activity, notably through www.trycyclinginedinburgh.org.uk, winner of the Cycling Scotland award for most innovative 2006 cycling project, and www.thebikestation.org.uk, now also Scotland's first accredited cycle training centre. On the web, local news is found at cyclinginedinburgh.info, and many other activities like the hugely popular rides [diary, above] feed into the mix.

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2007, even if there are no changes. Do it now! Members not receiving a renewal form are up to date for 2007.

LOCAL NEWS

See page 7 for more local news

STOP PINCHING

Following the Spokes 95 item about new Musselburgh A199 and B6454 central-island pinch points, East Lothian Council received many complaints from individuals who felt at risk from these new 'safety' measures. We are delighted that, as a result, Environment Convener **Cllr Norman Hampshire** decided to set up a quarterly *East Lothian Cycle Forum*.

At the first meeting it was agreed that another planned set of central islands [Dunbar, Belhaven Rd] would get advisory cycle lanes like at Midlothian's A701 Glencorse island [Spokes 95 p3]. If successful, all existing islands would then be reassessed for similar treatment. Whilst we very much welcome this initiative, Spokes feels central islands should always be a last resort if the carriageway ends up under 4m width - in line with government guidance. We trust that in its reassessment the council will include the option of removing islands where possible - alternatives are often available, such as zebras, raised tables, or use of cycle lanes to narrow the road and so reduce traffic speeds.

EAST LOTHIAN CYCLE POLICY

At the new forum Cllr Hampshire also said the council would develop a **cycle policy**, he would seek **more funds for cycle projects**, and would consider appointing a **cycle officer**. These are great proposals from a council which has not been in the forefront of cycling development up to now.

Address for comments: nhamphshire@eastlothian.gov.uk, or c/o John Muir House, Haddington EH41 3HA [and copy to spokes].

East Lothian is also consulting on a **Core Paths Plan**, which proposes many new path links and extensions. [Details at www.eastlothian.gov.uk/corepathsplan or ☎ J. Lothian 01620 827827]. Closing date for comments - 15 June.

Spokes East Lothian contact - Mark James 01368.864717.

CONGRATULATIONS

We congratulate Spokes member **Ian Archibald** on success in his years-long campaign for a Queensferry Road cycle crossing in Clermiston area - likely to be installed this year. *If you've a local idea, persistence can pay, so keep at it!*

EDINBURGH CHANGES

The Council is consulting on redevelopment guidelines for parts of the city. *If any concern you please respond by the date shown, and copy to Spokes*. Two general points are...

- ☉ **There are often excellent policies on cycle access**, but the actual plans don't always live up to the policies.
- ☉ **Even if the plan is good, developers often disregard it**. An example is the scarily bike-unfriendly application for **Fountain North**, between West Approach Rd and canal - despite a reasonable Council masterplan. This will test whether councillors take their own policies seriously!

Most of the new consultations are at www.edinburgh.gov.uk - environment - planning - planning - planning policies - development briefs [or phone 529.3596]. **NB: at the 'planning policies' web page you'll also find other useful documents like the Streetscape Manual, Local Plan, Structure Plan, etc**

Mar 9 Meadowbank Development Brief

Mar 16 St James Quarter [St Andrews Sq to Leith St]

Mar 23 Salamander Place [to Leith Links and Seafield Pl]

Mar 23 City Pk/W. Winnelstrae [Pilton Dr to railway path]

SESTRAN CUTBACK

Planned high quality routes between Edinburgh and nearby council areas are to be delayed by SESTRAN the Regional Transport Partnership. This is a huge upset for cyclists struggling to commute on dark, grievously substandard paths along main corridors such as the A90 (where road-cycling is banned) and the A8 (too narrow to cycle safely when busy).

For years cyclists have complained to the local councils... *"I take death into my hands"* .. *"appalling indictment"* .. *"horribly busy narrow main road"* .. *"national disgrace."*

The 2-way A90 path, the commuter/tourist route to Fife, for example, in parts is under 1m wide, unlit, slippery, bumpy and at a height perfect for car headlight dazzle [photos].



Last year SESTRAN approved Edinburgh's application for such routes, allotting £400K for 06/07, £610K for 07/08 and a provisional £3.6m beyond - for which SESTRAN was highly praised [Spokes 93]. Now however, the 07/08 sum has been devastated to a mere £100K! SESTRAN had to make cuts - but instead of sharing the pain, this project has been put out to grass for a year - despite Executive guidance to Regions that cycling and walking are a priority.

For 06/07 the £400K (now cut to £300K) had to be spent quickly and is being used mainly to surface the existing A8 path properly. Even higher priorities are a new path on the north side, safe crossing facilities - and of course a new A90 route. But if the 07/08 cut is not reversed such projects will not even begin until late 2008 at the very earliest.

If the A8, A90, or routes south, affect you, ask your councillor to lobby SESTRAN to reverse this cut. Also write to SESTRAN chair Cllr Russell Imrie [contacts p8].

Note: Despite this huge cut we do agree that SESTRAN takes cycling more seriously than most other Partnerships - and is funding many smaller bike projects across the Region.

REGIONAL TRANSPORT STRATEGIES

Spokes has written to every Regional Transport Partnership and the Scottish Executive, urging that all RTS's commit to **audit every transport intervention** - to identify all cycling/walking opportunities, and never to worsen conditions. Most draft RTS's are reasonable on cycle projects - but *truly pathetic* on ensuring that cycling/walking is integrated into all aspects of transport policy - despite Scottish Executive Guidance that the priority order for personal travel should be *"walking, cycling, public transport"* [See Spokes submissions at www.spokes.org.uk - downloads - submissions - partnerships].

Local partnership SESTRAN is to **collate best practice on bike-friendly road infrastructure**. This would be very useful in cases like pinch points [see article], where all four Lothians councils have different practices - a crazy situation! However, a library of best practice is clearly not enough - an audit of every transport intervention of every type is crucial.

SPOKES 11th ANNUAL COUNCIL CYCLE FUNDING SURVEY

Note: See opposite page for meanings of abbreviations.

Apologies: These pages bore some readers! - but our survey is vital in lobbying for more cycle funds - it helps get new money for projects across Scotland [p1] - like the A8 and canal surfacing.

Spokes again surveyed Scottish mainland councils on cycling/SRS capital spending [05/06] and budgets [06/07]. All but 2 councils are in the table [see p5 for reasons].

FUNDING RETURNS!!

Our previous surveys [Spokes 83,86,89,93] hammered home the message that cycle project spend would slump following abolition of the Public Transport Fund, and last year we showed the fall had begun. Now, thanks in good part to our campaign, there has been a major reversal - see page 1. **Cycle spend per head of population via local authorities, for example, has zoomed up from £2.82 to £3.71 [p5].** There is also now a possibility of more post-election [p1/8].

The table below summarises the main sources of Scottish cycle project funding, showing how trends have developed.

Source	actual (£m)						budget
	01/02	02/03	03/04	04/05	05/06	06/07	
Council cap	1.5	1.0	0.8	1.1	0.8	0.9	
Cycle CWSS	0.2	0.8	1.5	1.6	3.0	2.7	
PTF	1.8	2.0	3.6	3.5	3.4	0.7	
Sustrans #	0	0	2.5	3.5	2.0	7.8	
Partn'ships	0	0	0.8	1.1	1.1	3.3	
Cycling Scot	0	0	0	0	0.3	1.6	
Other ext	1.5	0.7	0.8	1.1	0.9	1.1	
TOTAL	5.0	4.5	10.0	11.9	11.5	18.1	

Explanation and notes for the above table

- The totals are all slight underestimates. Each year a few, different, councils do not respond so are omitted.
- The table also omits SE trunk road cycle projects - these figures are too difficult to disentangle from overall costs.
- This table is only cycle projects; p5 also includes SRS.
- # The total Sustrans grant is shown though not all is spent via councils - so the figure is higher than in the p5 table.

FUNDING SOURCES - COMMENTS

'INTERNAL' FUNDING [OWN TRANSPORT + CWSS]

Allocations by councils of their own capital funds and CWSS to cycling and SRS are similar to last year, when cycle rose and SRS fell [this was probably due to the new SE

20-mph zone funds, which meant CWSS was less needed for school projects]. However, with council transport budgets rising faster, the 3.1% for cycle/SRS [col r] is down on the 3.5-4.5% of recent years [Spokes 83,86,89].

CYCLING, WALKING, SAFER STREETS [CWSS]

We count the £8.87m SE CWSS money as internal [above] since councils decide how much goes to cycling/SRS. For the last 2 years the split has been 35% cycle and 15% SRS [see para above]. Most of the other 50% of CWSS goes to traffic calming and walk-only; **including schemes which deter cycling** such as pinch-points and one-way streets!

PUBLIC TRANSPORT FUND [PTF]

PTF is ended, with only residual sums left. Any unspent PTF money will go via Regional Partnerships next year.

SUSTRANS SE CYCLE PROJECT FUNDS

This has been a most successful and cost-effective funding method, and last year's mystifying cut [Spokes 93] has been more than rectified by the Executive [page 1/8, and Spokes 95].

REGIONAL TRANSPORT PARTNERSHIPS [RTPs]

The SE gave some £15m to RTPs in 03/04-05/06, and with statutory partnerships in 06/07-07/08 the funding rises to £35m p.a. Use of these funds is developing and the future is hard to predict. On average roughly 10% goes to cycle projects, but varying hugely. The stars are **Nestrans, Sestran** and **S.W. Scotland**, all allocating well over 15%. In contrast, **Hitrans, SPT** [Strathclyde Partnership for Transport], **Tactran**, & **Shetland** spend 5% or less (though some spend more on walk-only). Particularly disappointing is **SPT** [formerly Westrans] - cutting cycle spending, and by a drastic 50%, from £671K in 05/06 to just £435K in 06/07, despite the Executive more than doubling total partnership funding.

Executive funding to RTPs beyond 07/08 depends on the 'content and level of innovation' of Regional Transport Strategies [SE 15.12.05]. If Executive Guidance is taken seriously then RTS's should not only include cycle projects but also integrate cycling and walking into all transport interventions. Spokes has lobbied the Executive and all RTPs to make this happen [p3]. **The Executive must ensure that Partnerships who do properly follow the Guidance are rewarded with better funding - as did happen under the excellent former PTF Guidance [Spokes 78].**

OTHER EXTERNAL FUNDS

These include developer contributions, Europe, lottery, local enterprise companies, and non-transport council funds.

WHAT CYCLE OFFICERS SAY

We asked cycle officers to comment on funding methods. The overwhelming concern is **late funding announcements** and **annual funding** rather than rolling allocations. This is a huge concern, limiting project ambition, pressurising staff, and wasting time. Land-acquisition, consultation, or major advance design effort, can derail or preclude a project.

Spokes comment: at last [p1] there is good news on this for 07/08 - and we will urge the Executive to do even better after the election.

Other comments were...

- ☐ **Ring-fenced cycle funding** is needed - some councils see cycle projects as low priority even for CWSS money.
Spokes comment: our suggestion of incentives [see other box] would be an alternative way to engender useful cycle spending.
- ☐ Ring-fenced funds are needed to enable the appointment of a **cycle officer** in all local authorities.
- ☐ **Extra funding** is possible by looking at all opportunities, working with other organisations, developers, etc.

THE SPENDING REVIEW

Cycle project spending for the next few years will be heavily influenced by the post-election spending review. Apart from the level of total cycle funding [p8], our surveys provide important messages for that review...

- ☐ **A rolling program** is vital, not annual announcements.
- ☐ **CWSS funding** is for local schemes and should stay with Councils. If moved to Partnerships, they might lower other cycle funds - as councils did when CWSS began.
- ☐ **Incentives** are vital to ensure cycle spending by every council and partnership - currently it is an afterthought for some - and to help those who need to spend more. For example, cycle project budgets could be matched by an assured additional Executive allocation. Ideally the cycle element of integrated multi-modal projects should also count for match funding - the former PTF showed that cycle integration can be fostered by the carrot of funding.

a. Council [mainland only]	06/07 transport capital budget (£k) including relevant CWSS but excluding additional/external/other-department							06/07 external/additional/other- department cycle funds (£k)					06/07 indicat- ors [bold if over average]		Target set?	%FTE bike staff	Bike audit?	
[Bold if over average on both indicators]	b. total transp capital	c. cycle own	d. spend cwss	e. SRS own	f. spend cwss	g. tot c+d+e+f 06/07	h. as g 05/06	i. PTF	j. Sustr ans	k. Par tners hips	n. other ext.	p. tot i+j+k +n	q. as p actual 05/06	r. col g % of col b	s. g+p % of pence /head			
Aberdeen ^	7653!	0!	53!	0!	14!	67?	67	0	236	370	0!	606?	326	0.9%?	331?	a!	0!	bcd!
Aberdeenshire	11819	43	110	66	107	326	290	0	103	350	0	453	200	2.8%	334.3	c	15	abcd
Angus	6207	12	55	0	92	159	175	0	73	90	0	163	7	2.6%	295.4	a	24	abd
Argyll & Bute	4160!	150	40	0	40	230	90	0	598	20	0	618	285	5.5%?	931.9	a	0	c
Clackmannan'	2808	58	10	100	46	214	126	0	115	160	0+	275	80	7.6%	1019+	c	30	cde
Dumfries & G	3169	0	237	72	0	309	331	60	105	200	764	1129	1366	9.8%	971.6	c	165	cd
E Ayrshire	3228	0	53	0	71	124	133	0	411	164#	0	575	117	3.8%	582.5	a	20	cd
E Dunbarton'	4187!	60	187	25	0	272	472	0	164	0	0	164	936	6.5%?	407.5	N	30	cd
E Lothian	4462	10	0	0	33	43	41	0	135	0	0	135	60	1.0%	193.5	N	0	c
E Renfrew'	1212	0	6	0	0	6	5	0	336	30	134	500	308	0.5%	562.2	a	10	c
Edinburgh	20296	221	76	260	106	663	614	0	518	300	150	968	669	3.3%	359.3	c	130	b
Falkirk	4732!	50	58	0+	136	244+	283	0	24	0	60+	84	10	5.2%?	223+	c	40	bcd
Fife	7222	108	75	100	75	358	345	20	333	244	0	597	120	5.0%	269.0	ac	50	abd
Glasgow	29540	19	627	316	60	1022	1192	343t	13	0	0	356	685	3.5%	238?	c	200	be
Highland	10165	75	125\$	0	54\$	254?	254	0	312	40	0	352	109	2.5%?	287?	N	50	abd
Inverclyde	1813	0	22	0	0	22	112	0	129	0	0	129	46	1.2%	184.1	N	20	c
Midlothian	6144	0	0	0	144	144	138	0	76	680	0+	756	330	2.3%	1125+	a	10	b
Moray ^	4087!	0!	80!	0!	0!	80?	80	0	248	15	0!	263?	40	2.0%?	389?	N!	5!	d!
N Ayrshire	3546	0	75	0	0	75	22	0	20	22#	0	42	124	2.1%	86.0	N	0	?
Perth & Kinr'	9701	42	57	91	0	190	191	0	324	0	0	324	132	2.0%	372.5	a	70	bc
Renfrewshire	7158	0	104\$	0	45\$	149?	147	0	132	275	0	407	110	2.1%?	325?	a	40	abd
Scot Borders	11500	0	45	0	144!	189?	188	0	379	55	0	434	35	1.6%?	571?	N	5	bcd
S Ayrshire	4494	0	144	0	0	144	105	0	268	60	0	328	95	3.2%	421.4	N	23	b
S Lanark'	3831	0	300	0	66	366	310	0	131	104	0	235	128	9.6%	197.0	N	0	?
Stirling	4378	59	29	0	0	88	67	293	368	22	15	698	416	2.0%	914.0	c	40	?
W Dunbarton'	2360	0+	50	0+	0	50+	43	0	131	0	0	131	35	2.1%+	196+	c	50	bd
W Lothian	13042	0	113	0	0	113	209	0	159	110	0	269	15	0.9%	234.4	?	5	?
Totals/average	192914	907	2731	1030	1233	5901	below	716	5841	3311	1123	10991	below	3.1%	371.4			
05/06 Actual	188811	837	2986	905	1302	n/a	6030	3483	1272	1125	904	n/a	6784	3.2%	281.8			
No reply, and too little other information to allow reasonable estimates: Dundee, North Lanarkshire.																		

No reply, and too little other information to allow reasonable estimates: Dundee, North Lanarkshire.

READING THE TABLE

Abbreviations:

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

Footnotes:

- + Plus unknown sum(s) - unquantifiable or not yet known.
! Uncertainty - used data from previous survey to estimate.
? Uncertainty, for reasons earlier in the row.
^ No reply, but estimated from 05/06 reply and other sources.
Some or all of this sum transferred from unspent last year
\$ Unknown CWSS split - used Scottish averages: 35% to cycle projects, 15% to SRS [based on Spokes 05/06 survey]
t Integral to bus or TM scheme [e.g. lanes/ASLs] - say 10% cycle [my guesstimate - respondent not able to disentangle]

Special Notes for the 2005/2006 table:

- ☞ 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], normally checking with the cycle officer. This is nearer the truth than a blank/zero entry.

Councils included / excluded:

- ☞ The survey only covers mainland councils.
☞ Aberdeen, Moray, Dundee and N.Lanark did not reply. The first 2 are included as there is sufficient data from last year's reply and other sources to make educated guesses.

Columns [the most important are r, s and p, g]:

- Col r: the percentage of the council's own 2006/07 roads/transport capital budget used for cycling and SRS. i.e. from funds where the transport dept has discretion. Note: we add the SE CWSS allocation into col b because it too allows discretion. See cols d,f for how much CWSS is actually used for cycling/SRS.
Col s: total per head of population [in pence] to be spent on cycling/SRS from all sources internal [col g] & external [col p].
Col p: what the council has itself raised specifically for cycling/SRS [£k] from all sources other than its transport budget.
Col g: Cycle/SRS spend from own capital transport budget inc CWSS.
Col b: Excludes ring-fenced external/additional resources such as cols i,j,k,n, but includes CWSS - see col r note above.
Cols c,d: Cycle spending (c) from own capital transport budget including any specific cycle budget, and (d) from CWSS.
Cols e,f: Ditto for SRS - internal (e) and CWSS (f) budgets. NB - the survey excludes the SE SRS 20mph special allocations.
Col i: Cycle element of residual PTF-funded schemes.
Col j: Sustrans SE cycle funds - includes £4m National Network grant and £3.8m school-run alternatives [see Money Returns, p1/8].
Col k: Funding from Regional Transport Partnerships.
Col n: Other external: Europe, developers, lottery, other depts etc.

Targets column:

- a government target adopted
c other target by council N no target

Audit column:

- a Formal cycle audit as in SE Cycling by Design
b In road safety audit c Ad-hoc / informal
d Audit/check for planning apps e Other

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WhatMountainBike: Oct. 2006.

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If anything on this page concerns you, please contact your local councillor [contact details p8]. For Edinburgh, also copy to transport boss Cllr Ricky Henderson.

STREET BIKE PARKING

Parking is an area where Edinburgh's record on cycling is not good. Yet who will cycle from A to B if there's nowhere to keep your bike safely at B - or even at A?

City onstreet parking has suffered really badly in recent years due to extensive guardrail removal: generally a good idea, but planned with a one-track non-holistic mindset, so that the real-life impact on cycle parking was not thought about - and was still disregarded even when Spokes finally managed to get the point through. Only in 'special case' projects has parking been considered - for example at schools and as part of Leith-Southside-Straiton Quality Bus Corridor, whose Scottish Executive PTF funding required cycle facilities - including hundreds of onstreet Sheffield racks, to the great benefit of local shops.

However, the Council is at last auditing the city centre for bike parking needs, and has allocated £6K for up to 50 Sheffield racks in 2006/7. Send suggested locations to Caroline.Burwell@edinburgh.gov.uk [copy to Spokes].

But 50 racks can only be a start to cover the city centre - for example in just the one bus corridor above the council installed hundreds of racks - the key being racks at many locations, rather than many racks at a few locations.

GLASGOW EXAMPLE

Glasgow City Council has installed over 500 Sheffield racks in recent years, and monitors 12 central sites annually. Parked bikes at these sites grew from 80 in 2000 to 229 in 2005 - an average 37% annual rise, strikingly demonstrating the value of providing bike parking in shopping areas.

"SAY NO TO GREYWAYS"

Whilst there is much good in the recent fashion for a nice 'Streetscape,' as with many new ideas there are extreme proponents - for whom only a bare, grey street will suffice. Not only is this affecting coloured surfacing (despite its safety, compliance and promotional value), but bike parking is also seen by some as a dispensable visual intrusion. The result? ... "At Nationwide in George St, I now have to lean my bike against the window." Hardly the ideal streetscape - or customer welcome! Ironically, the Kensington scheme admired by Edinburgh Streetscapists is lauded by London cyclists in one respect - the high number of Sheffield racks.

The government draft *Manual for Streets* emphasises that in street design "cycle parking should be considered first" [www.manualforstreets.org.uk] - unlike its afterthought status in Edinburgh's parking practice and Strategy [Spokes 93,94].

MULTI-PURPOSE STREET FURNITURE

Another example of non-holistic thinking is the redesign of 'yellow line' parking signs. To avoid the visual impact of high poles, a low design was developed - two are now on

South Bridge at Edinburgh Uni Old College. These have great dual-use bike-park potential; but nobody thought of that until Spokes member David Sterratt suggested it!



If the sign was 10cm further from the wall and 10cm higher (for visibility above panniers) it would be perfect - and bringing the crucial potential for frequent onstreet parking. Happily, Planning Convenor Cllr Trevor Davies welcomed the idea, and officials have now said dual use "could be an option" - let us hope the people responsible for street signs and for bike parking keep talking to each other!

PERFECT PARKING

Edinburgh Council's new HQ in East Market Street boasts 180 bike parking spaces and just 44 for cars!! [H&P 7.12.06]

INFIRMARY CYCLING

A year ago Edinburgh council greatly improved conditions on Old Dalkeith Rd, leading to the new Infirmary, with double-yellow lines in the cycle lanes for much of the way [photos, Spokes 94]. As we said, however, the restrictions were insufficient - as this new photo shows dramatically - a case where a central island would be ok if cars were not allowed to park in the cycle lane just beyond it! The council say this is being monitored and changes may be made.



Please comment to your councillor and to transport.vip@edinburgh.gov.uk [attention: John Gill, South area road manager]



Shopping space: one car - 15 bikes

ctd/from p1 The funding crisis we had revealed arose under **Tavish Scott**, a Lib Dem Minister. Many Spokes members, especially LD followers, wrote to the party on the contrast with its green aspirations - and this helped inspire a LD conference vote urging more cycle money for Sustrans and councils. Soon after, Mr Scott doubled Sustrans money to £4m - plus £5m a few months later, to Sustrans and Cycling Scotland, to tackle the school run. And for the first time these were 2-year promises, with similar funding in 07/08.

WHAT YOU CAN DO

Our story shows the effectiveness of well-argued letters from the public, especially at the right time. **The next big challenge** is the post-election spending review: this decides the new government's spending priorities [see also p4]. **Please raise this now with all parties.** The recent National Transport Strategy of the present Executive already says "we aim to further increase funds for cycling and walking." Always mention the climate change and obesity relevance - we know many officials see cycling as part of this fight. **We suggest cycle spending is at least doubled. Public transport currently gets 70%+ of the transport budget - is it too cheeky to propose a majestic 2% for cycling??**

CLIMATE CHANGES

The climate crisis is climbing the political and public agenda at remarkable speed, beginning to create the climate for more radical political action in Britain and other countries. A boost to this more welcome change of climate comes with England adopting Scotland's great idea of sending Al Gore's film "An Inconvenient Truth" to every secondary school [See Spokes 95 for climate crisis web links incl. An Inconv Truth].

A recent environment speech by Scottish First Minister **Jack McConnell** included remarkably strong comments. These should be used widely - not least to lobby Ministers themselves on issues like the M74! ... "If smoking can become socially unacceptable, so can excessive car use ... Our challenge is to ... help people see ... that walking and cycling are realistic options ... that there are alternatives to air travel." He also promised, "we need to ensure there are safe cycling and walking networks to all our schools and in towns." [www.scotland.gov.uk/news - 5.2.07]

All Scottish councils recently signed **Scotland's Climate Change Declaration** which commits them to developing wide-ranging plans, with targets and time-scales [www.sustainable-scotland.net/climatechange]. **Edinburgh** claims to be adopting some of the highest targets in the UK.

It is easy to be cynical about such developments - but more productive to use them to pressure and challenge councillors and MSPs. **On cycling there is a great chance of more funding in the post-election spending review - candidates from all parties must be lobbied now to support this.**

EXCITING RAIL NEWS

First ScotRail, endorsed by Spokes, triumphed in the UK Cycle-Rail Awards [www.cyclerrailawards.com], for the 8-bike **North Berwick** trains and for overall bike-customer service. **Bike space is now to be upped from 2 on northern rural lines**, to 5 on class-158 trains and 6 on 156s - with cash from Hitrans and the government's new 'small rail fund' - though far more bikes were regularly carried in 1980s guards vans! Other routes needing action are Glasgow/Edin. to Inverness.

2007 COUNCIL ELECTIONS

Drastic change is certain in these first-ever council elections under proportional representation (a form of it anyway!) In Edinburgh, and in most councils, more than one party will share power - so all need lobbied on cycling/sustainability.

Please lobby your local candidates. For example...

- ☞ action to meet the targets for increased cycle use?
- ☞ 20mph limits in all residential and shopping areas
- ☞ coloured cycle facilities on all main roads
- ☞ high quality routes between Edinburgh and other areas
- ☞ copious bike promotion: support for the Bike Station and TryCycling, use of Spokes maps, and innovative ideas for door-to-door and employer-based travel planning.

LOTHIAN POLITICIANS

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

LABOUR

Sarah Boyack, Ed Central
Susan Deacon, Ed East
Malcolm Chisholm, Ed North
Mary Mulligan, Linlithgow
Bristow Muldoon, Livingston
Rhona Brankin, Midlothian
John Home Robertson, E Lothian

LIBDEM

Mike Pringle, Ed South
Margaret Smith, Ed West

GREEN

Robin Harper, List
Mark Ballard, List
SNP Fiona Hyslop, List

Kenny MacAskill, List

CONSERVATIVE

David McLetchie, Pentlands
Lord James Douglas-Hamilton, List

INDEPENDENT

Margo MacDonald, List
SSP Colin Fox, List

To find name/address/email of your Westminster MP...

www.parliament.uk/directories/directories.cfm 020.7219.3000.

To find name/address/email of your local councillor...

www.edinburgh.gov.uk 0131.529.3186
www.midlothian.gov.uk 0131.270.7500
www.westlothian.gov.uk 01506.775000
www.eastlothian.gov.uk 01620.827827

Email councillors as: firstname.surname@councilname.gov.uk
e.g. Ricky.Henderson@edinburgh.gov.uk. Except that East Lothian email is initialsurname e.g. jross@eastlothian.gov.uk.

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

Europe: www.europe.org.uk/info or politics.guardian.co.uk/eu
Sustran: Cllr Russell Imrie, c/o Midlothian Council [above]

ESSENTIAL CONTACTS

Adult cycle training: 668.1996 ruairidh@thebikestation.org.uk.

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

Potholes, glass on cyclerooutes, broken lights, etc anywhere in Lothian [including Edinburgh], or Falkirk District: [Use nearest lamp-post number to report exact location].
www.edinburgh.gov.uk - transport - Clarence or 0800.232323.

Or use www.fillthathole.org.uk and www.clearthatrail.org.uk.

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.

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Emotional/practical victim support: RoadPeace 020.8964.1021

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