

SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114
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A MODEL CITY!!

The election manifesto of the Liberal Democrats - who now control Edinburgh council, along with the smaller SNP group - promised to make Edinburgh "a model cycle-friendly walker-friendly city."

And they come to power with cycle use growing fast: Spokes counts show bikes now form an incredible 20% of Lothian Rd northbound rush-hour traffic [Spokes 97].

After 6 months in office, however, the picture looks like "steady as she goes" rather than any radical new agenda. What is more, the council now faces significant challenges, some even threatening to undermine current achievements.

Other European cities are taking bold initiatives [p7] - Paris's phenomenal Velib scheme doubling bike use almost overnight, at little cost; Copenhagen, already a top cycling city, now moving to a further level; London, investing in cycle facilities on a prodigious scale. Even down the road in Glasgow, there seems a new strategic approach, on top of the amazing Sustrans Connect2 city centre network proposal [www.sustransconnect2.org.uk].

It is rumoured that the new Scottish government may remove ring-fencing of funds for bike routes, school travel coordinators, even Sustrans. Without new spending incentives this would be disastrous across Scotland, a huge challenge to councils not to divert this money.

The new fashion for Streetscape aesthetics threatens cycle promotion and even road safety [examples - p3]. Coloured surfacing, which has encouraged many more people to cycle, is banned in some locations; no bike parking is allowed in Princes Street; and pavement appearance has already taken precedence over cyclist/pedestrian conflict in at least one case.

The tram - welcomed by Spokes for its contribution to minimising traffic - now threatens to be built in a way damaging to onroad conditions, removing bike lanes on vital routes like Leith Walk and Princes St [p3].

Private consultancies are increasingly commissioned by Councils, developers and institutions like Edinburgh University to produce area plans, many of which display frightful ignorance of cycle policies, use and promotion [see p3 for recent examples] and are only partly remedied after last-ditch efforts by Spokes and individual cyclists. Of course, the Council or commissioning body are as much to blame as the offending consultants.

In the face of such threats and challenges, only really bold moves by the new council will achieve their manifesto commitment. Here we suggest some...

★ Investigate Paris's Velib scheme for Edinburgh.

Spokes Public Meeting 21 Nov - Cllr Phil Wheeler, Transport Convener, on Transport in a New Era - see p2

It's our 30th birthday!! See p4-p5 for more historic pictures celebrating 30 glorious years of Spokes.



1997: City of Edinburgh Transport Convener Councillor David Begg, three other councillors, & four senior officials, proudly open Princes Street bike lane



2000: The Princes Street coloured bike lanes seem to be attracting rather a lot of cyclists today !!

At traffic lights - you are traffic too - stop at red
 On shared paths - slow down, ring bell, say thanks
 see p2 for the Spokes Considerate Cycling Campaign

★ Create quality cycle corridors [advance traffic lights like Copenhagen, wide lanes, etc] on high-use routes like Bruntsfield/Meadows-Lothian Rd/West End [Spokes 97].

★ Blacklist transport consultancies who cannot demonstrate skills in cycle policy, planning and integration.

★ Create a city-centre cycle resource centre [possibly with the Bike Station], as in the Lib Dem manifesto.

★ Set a convincing cycle budget - even if the Scottish government removes ring-fencing - and seek money to make Edinburgh a demonstration bike-friendly city.

★ Appoint a new 'visionary leader' when the Director of City Development retires in 2008 [Spokes 97].

Please visit, write to or email your councillor and ask them to press for initiatives like these - see p8 for contacts.

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 (S)H (Sunday) Herald
SG Scottish Government LTT Local Transport Today

FOR YOUR DIARY

ON ALL RIDES: Please ride considerately 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: Nov 4, Dec 2, Jan 6, Feb 3, Mar 2.

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

Nov 8-9 Local Government & Climate Change conference of Scottish Sustainable Development Forum, Edinburgh. www.sustainable-scotland.net/conference2007. 01786.433084.

Nov 13 Cycling Scotland Conference Glasgow. Speakers include Transport Minister Stewart Stevenson MSP. Voluntary organisation rate £80. www.cyclingscotland.org.

Nov 13 Transport Scotland Dr Malcolm Reed, Chief Exec. [TS is the government agency which delivers major transport projects, road and rail]. Public meeting of CRAG at Friends Meeting House, 7 Victoria Ter, 7.30. 669.1336.

Nov 21 Spokes Public Meeting - Cllr Phil Wheeler, LibDem Transport Convener, 'Transport in a New Era.' [But see page 1 for the challenges facing Cllr Wheeler!] Augustine United Church, Geo. IV bridge. 7.30, open 6.45 for coffee, stall, chat. Info:jackieh@waitrose.com 664.0526.

MAINTENANCE

Edinburgh Council has set up Neighbourhood Teams to manage local services, including maintenance of paths and roads. We're sending members a leaflet with contact details for all 6 teams. Or phone 529.6750 for a copy.

EAST LoTHIAN

The Council is setting a star example to other small councils by appointing a **Cycle Officer**, responsible for ensuring road/traffic schemes are cycle-friendly, new routes, getting locals onto bikes, and publicising the County for leisure cycling.

An excellent **cycling strategy** document is near adoption, and a **publicity leaflet** with outline route map is already out [copies sent to local Spokes members - or phone 01620 827661].

There's something about **Dunbar!** It is represented by bike friendly past and present Transport Conveners **Councillors Norman Hampshire** [Lab] and **Paul McLennan** [SNP] - and some 25% of the 800 Dunbar Primary pupils cycle to school!

For more on E.LoThian cycle issues see **elcf** online forum at www.yahoo.co.uk, or email gardencottage@ntlworld.com.

SPOKES BULLETIN INFORMATION

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SPOKES & RELATED

SPOKES 'CONSIDERATE CYCLING' CAMPAIGN

73% of motorists consider that driving significantly over the speed limit in built up areas is 'very serious' - and yet 53% admit to doing it [RAC Report on Motoring, 2007]. In this context the swipes at 'irresponsible cyclists' can be hard to take - though with growing acceptance of cycling as a legitimate means of travel they are perhaps lessening.

Spokes however would like every cyclist to set an example to all users of roads and paths. It is important to be clear and definite on the roads - but consideration and thoughtfulness should always be to the fore. On paths, cyclists should take pride in never causing fright to walkers.

Spokes has therefore sponsored a reflective trouser band, printed with messages like those on p1. We are working with bike shops to give a free band with every bike sold; to help ensure new cyclists realise that, like all road users, they have responsibilities as well as rights.

SPOKES MAPS See p6 to order

Our fantastic series scales new heights, as we approach selling a tenth of a million maps! Soon out are the **8th Edinburgh map** and our first **Glasgow Bike Map** - with **Go-Bike** [Strathclyde Cycle Campaign www.gobike.org], SPT, Sustrans, Smarter Scotland and Cycling Scotland. **Our Glasgow Cycle Map has all the quality, features and utility now expected in every Spokes map.**



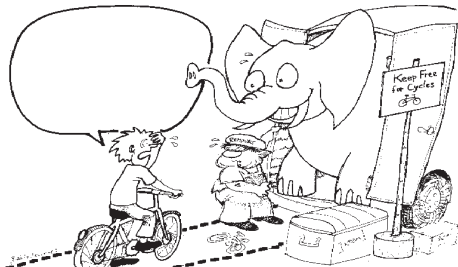
ONLINE MAPPING

Chris Hill of cyclinginedinburgh.info is working on a Google maps **online map project**, to be available through Spokes and ChangingPace. As well as disseminating route info this could allow user feedback on network changes, cut-throughs, and so on, feeding into future editions of Spokes maps.

An example of Chris's mapping is at tinyurl.com/3afbyw - route investigation at Newcraighall/SE-Wedge for Sustrans.

SUMMER CARTOONS COMPETITION

Our overall winner is **Katharine Taylor** whose caption for this cartoon was, "I thought the M74 extension was the only transport white elephant!" Other winners, in order, were: **Pat Andrews**, **Sophie Tobin** [age 10] "This isn't a trunk road," **Anne Carter**, **Oliver Brookes**. All prizewinning entries, and both cartoons will be in **Spokesworker** [sent to members and at www.spokes.org.uk]. Our thanks to cartoonist **Manual Ruocco**; and to **TryCyclingInEdinburgh** for prizes.



SPOKES MEMBERSHIP RENEWAL

Please return your 2007 renewal form if not yet done. Renewals for 2008 will be sent in your February mailing.

LOCAL NEWS

Please contact your councillors [you now have 3 or 4!] about matters that concern you. See page 8 for contact info.

TRAM UNCERTAINTY

As we go to press another tram cycle forum is due, but signs are mixed on bike/tram integration. Councillors must be lobbied urgently as final decisions are likely soon. For latest news see *Spokesworker* [to members and at www.spokes.org.uk] - then contact your councillor if necessary!

The Local Transport Strategy says "conditions for pedestrians & cyclists should be maintained or improved" [www.edinburgh.gov.uk] - yet the last plans we saw scrapped **Leith Walk** bike lanes. Iconic **Princes Street**, which merits a European showpiece route, and where roughly 10% of road traffic is bikes, may lose even its existing cycle lanes.

The Council looks set to fail too in its aspiration that "trams should be able to carry bicycles, particularly offpeak" [CEC Tram Design Manual] though common in USA/Europe, and allowed by the Rail Inspectorate. Yet the trams exceed TIE's passenger space requirement, have good luggage provision/ accessibility, and spacious layout [TIE press release 20.9.07]. The decision is by **TEL**, who will operate trams and buses.



OUR HERO!

At last!! - A top transport expert, **Prof Phil Goodwin**, has admitted what is surely the unspoken norm. His open apology was a full-page article in *Local Transport Today* the transport professionals' mag [LTT 30.8.7] It began beautifully...

"Although for years I have properly spoken of the central importance of walking and cycling, my heart wasn't really in the bicycle bit."



photo: Tim Smith

This is a superbly apt encapsulation of what, sadly, we now expect from so many transport professionals; it is great to hear it stated openly!! Spokes is deathly weary of master-plans from consultancies, even councils, which enthuse over the value of cycling for congestion, public health, and the planet - then neglect it, even harm it, in the detailed plans. Maybe the sop of some parking - but no access or routes!

Here are a few recent examples, with guilty parties named..

Haymarket Masterplan - **Halcrow**
Edinburgh University central area plan - **Ironside Farrar**
Caltongate Masterplan - **Mountgrange**
West Edinb Planning Framework - **Scottish Executive**
And from **Edinburgh Council..**

Edinburgh Streetscape Consultation [first edition]
City Centre Development Framework
Edinburgh Parking Strategy [especially the first edition]
But we can praise too - and here's one that deserves it!..

Craigmillar Urban Design Framework - **Llewelyn Davies**
And finally, why the mea culpa by Prof Goodwin? because he has seen Paris's Velib scheme [p7] and now he knows - cycling works!! So come on you professionals - listen to your leader, and move up into the 21st century.

NEW CYCLE OFFICER?? - At the time of writing, this vital but long-vacant post has been offered to a successful applicant - we thank all members who lobbied councillors for the post to be re-advertised a third time!! [Spokes 97].

COLOURED SURFACING - *Spokes thanks cyclists who continually lobby councillors on this vital element in the council's success raising bike use.* Thanks to you its value is now better recognised, and the Council is pressing ahead with its map of where colour will/won't be allowed. We still argue all onroad facilities should be coloured, but may reach a compromise where the great majority are. We are pushing for principles recognising the prime importance of both promotional and road-safety aspects [Spokes 93 & 97, p1&3]. **We are told the Mound/Causewayside corridor, cause of much complaint [see before/after pictures below; & Spokes 95] will then be a priority** - but keep reminding councillors! We also note that transport convener **Clr Phil Wheeler** told the Evening News, "coloured cycle lanes are not under threat, because they exist to protect bike users" [4.6.07].



FOUNTAINBRIDGE - The council is looking into bike lanes from Tollcross to Telfer Subway - long overdue. If this would help you, please lobby your councillors in support - and with coloured lanes! A **subway-canal link** is also badly needed: the land is owned by the council/BWB but apparently residents oppose a link. If you live in the area and disagree, contact your councillor - and let us know.

ONSTREET BIKE PARKING - *The Council thanks Spokes members who suggested sites. Over 100 Sheffield Racks are now going in* - from Rose St to Gorgie Farm, from the Zoo to Marchmont [full list in *Spokesworker*]. **Though cheap, this is a fantastic development, making getting about by bike so much easier, and boosting local shops. Thank you, Council!** Only Princes St is excluded - thanks to 'Streetscape' philosophy. Perhaps when Princes St shop owners see the success [and beauty?!] of bikes parked elsewhere they will press the streetscapists to see sense!!

The Council is also identifying future bike parking locations - send ideas to Caroline.Burwell@edinburgh.gov.uk. Please do include parts of Princes St that would help you - but it would help also to lobby your councillor on that!

CORE PATHS - Please comment by 31.12 on the proposed Edinburgh core paths network. We are sending all members a leaflet, or go to libraries or www.edinburghcorepaths.org.

1977-2007: 30 Years of Toil and Triumph!!

Notes - 1. This typeface represents a quote from a Spokes Bulletin.
2. More pics in *Spokesworker* - to members & www.spokes.org.uk

Autumn 1977 - FOE holds a meeting to decide how to foster cycle use in Edinburgh. Soon, **Spokes** is formed.

1977 - Our first letter from the then 'Highways' Dept

"Pressure of other work in the formulation of major transport policy has precluded any action on cycling so far." In those far-off days there was not a single onroad bike facility, and in just 3 years there were 39 bike injuries near the Meadows, where using a bike was banned [*Case for a Meadows Cycleway* Spokes 1978].

1978 - Spokes Bulletin No.1 - Cycling has been neglected by council policies too long. Motor traffic has increased to such an extent that many people who would cycle now feel the roads are too dangerous. Whilst millions of pounds are spent on providing for cars, nothing at all has been done to encourage the healthiest, most efficient and safest method of personal travel after walking.

1978 - Spokes 2 - The man who put Spokes on the front page! Scotsman readers will remember the May 5th letter from the chairman of the Council Planning Committee which ended, "Spokes can get lost and take its commie friends with it. Who wants a proletarian dictatorship anyway - Not me, and not Marchmont." - Ralph Brereton, Conservative Councillor for Marchmont, and proud of it.'



There was a massive public response to the Scotsman. So massive that Cllr Brereton wrote again saying he would look into cycle paths - and has now been in touch with Spokes!

This is the first of countless examples of how ordinary cyclists - i.e. you! - help Spokes, and make a real difference. **Encouraging you to contact politicians and the press has been a vital part of our philosophy - and of our success.**

1979 - Spokes 5 - Canon Bill Brockie rallies the troops. [Spot future Chancellor of the Exchequer **Alistair Darling!**]



1979 - Spokes 6 (and 18) - Our **Middle Meadow Walk** cycleway campaign took 5 years. We learn the importance of continuity /consistency [tram designers beware!] Here early Spokes activist David Bellos lobbies Cllrs Cairns & Gorrie.



1980 - Spokes 7 - Scandal at the Scottish Office. Spokes hits the national press! We reveal that civil servants have been banned from railing-parking at New St Andrews House, the

ugliest building in the world, because bikes don't look nice! [Shades of the C21st Princes Street streetscape enthusiasts]. In 1983 Sheffield racks were at last installed [Spokes 17].

1980 - Spokes 8 - We campaign to get the Sheffield rack adopted as council bike parking standard - later modified to the 'Edinburgh' rack with second horizontal bar.

1981 - Spokes 11 - First onstreet Sheffield racks opened in Chambers Street by great early supporter **Cllr Willie Roe**.

1981 - Spokes 12 - Lothian Regional Council buys North Edinburgh disused railways from British Rail and agrees a path network, following Spokes's *Rails to Trails* report. Edinburgh City opens Warriston path, bought earlier.

1983 - Spokes 18 - At last! - **Middle Meadow Walk** opens.

1983-86 - Spokes 18-29 - Fight against the Western Relief Road, Tollcross to M8, with a spur along Roseburn rail line.

1983 - Spokes 20 - Massive Spokes 2-year lobbying effort [Spokes 13-19], highlighting Scottish Office cycling neglect, brings a huge achievement - **John Grimshaw** appointed by the Scottish Office and Lothian Region to prepare reports on cyclistoute opportunities. So begins **Sustrans Scotland!**

1985 - Spokes 26/27 - Grimshaw reports on Scotland and on Lothian, the basis for much future work - and campaigning!

1986 - Spokes 28 (+33) - We persuade Lothian Labour Party to promise a **full-time cycle team** in its election manifesto. Perhaps our most valuable ever political achievement.

1986 - Spokes 29 - Spokes builds the 1km **Pilton Path** in a frenetic week under John Grimshaw [spot him in photo], a true inspiration - and a true slave-driver! Our credibility with officials grows hugely. **Cllr Ron Muir** cuts the ribbon.

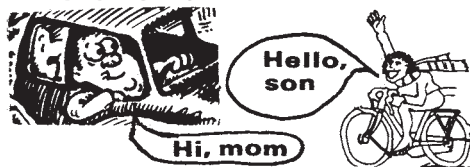


1987 - Spokes 33 (+28) - **Lothian Region 3-person Cycle Team created.** Now the cycle budget, previously under-spent by £100,000s(!) was often boosted as the team grabbed and used underspending from roads projects. Serious action also begins on (time-consuming) onroad bike facilities.

1988 - Spokes 36 - Lothian Regional Council specifies bike parking conditions for all future planning applications.

1990 - Spokes 42 - Our first article on **Climate Change**.

1990 - Spokes 43 - **The Secret of Eternal Youth** - Our first article highlighting the growing evidence of health benefits.



1991 - Spokes 45/46 - We instigate a massive campaign when ScotRail bans bikes on virtually all trains between Scotland's main cities. In just 4 weeks the ban is rescinded!

THE SCOTSMAN

IT IS not often that a specific group of customers persuades a major industry to change its policy. But the bicycle lobby has just done that. It has forced ScotRail to end its ban on cycles on its 158 expresses after only four weeks. The campaign has been brief, noisy and spectacularly successful, ending with the network's managers agreeing to schedule more spaces for bikes on their services.

1992 - Spokes 47 - Our lobbying, Sustrans, and Lothian's example help spur cycling development across Scotland.

1993 - Spokes 51 - We **Die-in at Waverley** when ScotRail introduces a bike fee, increasing some local journey costs by over 300%. Best ever Spokes photo? [by Chris Hill]



1995 - Spokes 60 (and 64) - The council agrees the principle of cycle lanes on Edinburgh's iconic Princes Street.

1996 - Spokes 61 (and 52-60) Our biggest disaster - the Conservative government scraps Regional Councils. The end of Lothian Cycle Team, loss of expertise for the new mini-councils, a severe setback to cycle and transport development across Scotland.



Picture: long-serving team members Matthew Simpson and Richard Williams.

1996 - Spokes 61/62 - under Transport Minister **Lord James Douglas-Hamilton** the Scottish Office responds to years of lobbying, with a new level of policy and actions on cycling.

1996 - Spokes 63 - Our first funding survey finds council bike money squeezed while government trunk roads soar.

1997 - Spokes 64 - Edinburgh Council and **Cllr David Begg** proudly open the first **Princes Street bike lane** [pic - p1].

1998 - Spokes 68 (and 51+) **ScotRail Delight!** - Our 4-year campaign succeeds! ScotRail scraps the £3 bike fee, wins the Scottish Office Cycle Innovation Challenge, and puts £1/2m into increased bike space on most Scottish routes.

1998 - Spokes 69 - The exemplary **Mound bike lanes** open.



2000 - Spokes 74/75 - We embarrass the government into cutting car space plans from 136 to 65 at the new Parliament.

2000 - Spokes 76/77 - **Sustrans 5000-mile UK Network** opens. Local festivities include Spokes Bikefest rally [p1 pic].

2001 - Spokes 78/79 - Transport Minister **Sarah Boyack** modifies the Public Transport Fund to prioritise cycle/walk integration, and creates the CWSS fund. As a result, **Scottish cycle spend totals £40m instead of £20m between 2001-6.**

2001 - Spokes 80 - We help host **Velo-City2001** conference.

2002 - Spokes 83 - George Street is closed for carfree day - and the ubiquitous Spokes stall is there [now TryCycling].



2002 - Spokes 83/84 - The **Bike Station** opens at Waverley.

2002 - Spokes 83 - Long bike/tram integration fight begins.

2003 - Spokes 86 (and ->96) - We correctly predict plunging cycle funds by 2005, due to abolition of Public Transport Fund. The Scottish government pays no attention - yet!

Annual - Bike Breakfast - The Lord Provost with transport convener **Cllr Andrew Burns**, and Sandy Scotland in 2004.



Often! - Spokes rides - Explore, dream, discover! See p2.



2005 - Spokes 92 - **TryCyclinginEdinburgh** seed-funded by Spokes to run stalls and develop innovative bike promotion.

2006 - Spokes 93 (and 88->now) - Our continuing coloured surfacing campaign. The new 'streetscape' fashion threatens cycle promotion and safety, and bars Princes St bike parking.

2006 - Spokes 95 (and 86->96) - Our Scottish Exec funding campaign at last succeeds, turning likely collapse into growth for Sustrans and Council projects throughout Scotland.

2007 - Spokes is 30! We launch a **Glasgow bike map** and our **8th Edinburgh map** [nearly 100,000 maps sold - thank you Ian Maxwell, Tim Smith, David Langworth]. **Cllr Wheeler** holds a reception - here Dave du Feu praises the council for work so far and **challenges them for the future** - see p1 article!



photo: Chris Hill
photo: Chris Hill
photo: Dave du Feu
photo: Stuart Threlfall
photo: Dave du Feu
photo: Chris Hill

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BIKE-MAD IN EUROPE

If Edinburgh seeks to be a leading European city, it must catch up with recent moves massively to boost bike use. Free bike-rent schemes are taking off, and other cities hugely raising infrastructure spending [also Spokes 97 p1].

PARIS - Can the number of bike journeys in a city be doubled overnight?? Paris's Velib scheme, Freedom Bike, shows the answer is Yes!! Part of Mayor Delanoë's vision to cut motor traffic 40%



by 2020, it provides 20,000 city bikes, with mudguards and baskets, at 1400 'bike stations.' Any bike can be hired, free for the first ½ hour, and left at any other station. City centre stations are 300m apart - like four in Princes Street! The Mayor has given his citizens a new sense of "pleasure, freedom, innovation, performance." Info: www.velib.paris.fr.

LYON - Paris Velib is based on an existing Lyon city-centre scheme, operated by company JC Decaux. In 2 years the Lyon bikes have travelled 22m km [550 times round the earth] - and with almost no serious injuries [LTT 13.9.07].

TOULOUSE / MARSEILLE / SEVILLE (Spain) - Velib schemes are now agreed for these and other cities.

COPENHAGEN - Bike use has overtaken car use; and 36% of commuters cycle compared to just 23% driving. This is not a chance happening, but the result of deliberate council policy and investment in a massive network of bike facilities. Has less car access harmed the local economy? Since 1990 bike use has doubled, car use fallen - and there are 4 times more people using the city centre [Reconquering World Cities, Urban Land Inst, July 06]. So is the council content? No! It is doubling bike infrastructure spending, widening many bike lanes and installing more advance-traffic-lights giving bikes a start [Wall Street Journal 4.5.07].

AMSTERDAM - Bikes overflow at Central Station [picture] - so the council is to build a 10,000-space park [WSJ 4.5.07].



LONDON - The capital has raised bike use 80% in 5 years. Officials thank the £35m annual infrastructure investment [cf £18m for all Scotland - Spokes 96] and extensive promotion such as cinema ads and free maps. The congestion charge helps - but only in central London. Mayor Ken Livingstone is now looking at Paris Velib [LTT 16.8.07]. Joining literally hundreds of cities, from Budapest to Beijing, London also heartily backed International Car-Free Day, closing 9 miles of road for a 38,000-person fun bike rally [H 24.9.07].

SCOTLAND - for all the talk of a modern European nation, Scotland is surely deep in the backwaters on urban transport.

No Scottish city matches any of these examples on investment, freedom bikes or car-free initiatives.

If you agree Edinburgh and Scotland are falling behind, tell your MSP/councillor, and ask for action!!

But - a wee plaudit to Inverness, who closed and turfed over a road for Car-Free Day, and whose Transport Forum [www.intrans.org.uk] has launched a free bike-hire scheme - one initial depot, hopefully expanding to the rail station.

And Edinburgh Transport Convener Cllr Wheeler has promised to look into a high profile 2008 carfree day.

CLIMATE CRISIS

Please lobby your MSPs on these issues...

- ☐ The SNP government's **Climate Change Bill** will now appear in late 2008 and, though it will specify 80% CO2 cuts by 2050, the manifesto promise of 3% annual cuts is set to be dropped - allowing serious action to be left to future governments. Yet the Tyndall report 'Living Within a Carbon Budget' [www.tyndall.ac.uk] says "It is an act of... irresponsibility continually to refer to a 2050 target as the key driver ... The real challenge is making the radical shift to a low carbon pathway by 2010/12 ..."
- ☐ 'Scotland 2011' is a call by Scottish Environment groups for rapid action on CO2 emissions, with an end to traffic growth, and a major boost to cycling so it is seen as a 'normal' transport mode as in Europe [www.scotlink.org].
- ☐ The UN has warned that **climate-related disasters** are growing, with 13 emergency appeals so far in 2007, more than any other year [G 5.10.07, guardian.co.uk/climatechange].
- ☐ **Intergovernmental Panel on Climate Change** reports on the science, impacts, and action needed: www.ipcc.ch.
- ☐ **Stop Climate Chaos Scotland** - website for volunteers, news and FAQs ... www.sccsvolunteers.org.uk.

CYCLE FACILITY RESEARCH

A major before-and-after study into the effects of building cycle lanes and tracks in Copenhagen has found higher bike use, reduced car use, and greater cyclist feelings of safety and satisfaction. Crashes rose by less than the rise in cycling. The authors conclude that "gains in health from increased physical activity ... are much greater than the health losses from a slight decline in road safety."

The authors also identify changes in crash-types, which should help plan remedial action. For example, less onstreet and more side-street car-parking led to 25%-50% more cars turning across cycle tracks. Not mentioned by the authors is that cyclists' increased feelings of safety may have made them less careful - there was a rise in bike-bike crashes.

Note this was a before-after study of specific facilities - not an analysis of the overall effect of widespread prominent cycle facilities. The already-high bike use in Copenhagen may reflect that effect, and Spokes believes the same may be happening in Edinburgh, at a lower level. Every day every citizen sees that cyclists are expected, given a priority, and that going by bike is 'normal'. What other form of promotion could give that message to every person every day?

Unfortunately, Edinburgh has not researched its success - though the 2005 Streetscape consultation [Spokes 93 p3] gave copious anecdotal evidence that widespread coloured onroad facilities were very significant in encouraging bike use - which in turn increases safety per cyclist [Spokes 87].

And in terms of actual safety, Napier University research suggests coloured surfaces greatly reduce motor incursion in bike and bus lanes [www.spokes.org.uk - downloads - technical].

RAIL NEWS

First ScotRail has improved bike capacity on many urban and rural services, but **Inverness to Glasgow/ Edinburgh** has acute problems, with just 2 spaces in most trains on this major tourist corridor. Be sure to **book in advance** - and **lobby your MSP** on the severe deterrent to bike tourism.

LOTHIAN POLITICIANS

Write to your local MSP or Lothians Regional List 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
Malcolm Chisholm, Ed North
Mary Mulligan, Linlithgow
Rhona Brankin, Midlothian
George Foulkes, List
Iain Gray, East Lothian

SNP

Fiona Hyslop, List
Kenny MacAskill, Ed East
Angela Constance, Livingston
Ian McKee, List
Shirley-Anne Somerville, List

LIBDEM

Mike Pringle, Ed South
Margaret Smith, Ed West

INDEPENDENT

Margo MacDonald, List

CONSERVATIVE

David McLetchie, Pentlands
Gavin Brown, List

GREEN

Robin Harper, 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 at: firstname.surname@councilname.gov.uk, e.g. Phil.Wheeler@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]

WHO'S IN CHARGE?

* = majority in council is zero

Council

Power

Transport Convener

Edinburgh Lib/SNP* Cllr Phil Wheeler, LibDem

E. Lothian SNP/Lib Cllr Paul McLennan, SNP

W. Lothian SNP/Ind Martyn Day, SNP

Midlothian Labour* Cllr Russell Imrie

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 cycle routes, 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.clearthathail.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.

Dangerous drivers, mobiles, drink-driving, speeding, and other road crime: Freephone Crimestoppers 0800.555.111.

Emotional/practical victim support: RoadPeace 020.8964.1021

A90 AND SO FORTH

HOW WOULD YOU SPEND £2bn-£3bn??

You could electrify Edinburgh-Glasgow main line, reopen Edinburgh-Bathgate-Glasgow and the Borders railway, build Edinburgh tram, give every Scottish council £20 per head for cycle projects, and still be in pocket. **Or - you could double motor traffic over the Forth**, massively worsening Edinburgh traffic levels, by building an extra road crossing.

Luckily the former projects [except cycling!] are funded but this shows how the government's new bridge destroys future options - though the present bridge "almost certainly" can be repaired. A forthright **Edinburgh Council** report finds that *even if tolls were kept cross-Forth traffic would double* [SH 30.9.07]. And, as people move jobs, homes and habits, so more cross-Forth trips become entrenched and 'essential.'

See www.forthrightalliance.org, www.transformscotland.org.uk, www.edinburgh.gov.uk - transport committee report 25.9.07.

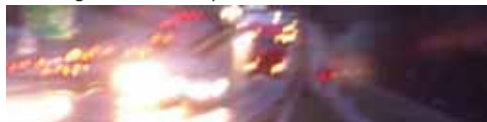
EDINBURGH TO FORTH BRIDGE

Of all local routes, complaints about Forth Bridge/ Barnton are strongest. A main commuter route [A90 cycling is banned] and Scotland's most vital tourist link [the capital to the north], regular users call it "completely inadequate," "ridiculous," and "extremely dangerous, unsuitable for cycling."



photo: Sustrans

Parts are narrow, slippery, jammed between stone walls (one a listed structure), and sunken so that eyes are dazzled by car headlights. "I am at my wits end," said one user.



Tony Stuart

Spokes has now challenged the Scottish government to act on a promise by Minister John Swinney MSP.

In an effort to minimise increased motor traffic resulting from his Bill to abolish bridge tolls Mr Swinney promised "We will continue to invest in initiatives which reduce congestion, such as... cycle links" [SG News Release 20.8.07].

But there is no cycle link more relevant to the bridge and to his promise than its connection to Edinburgh - so Spokes has written to Mr Swinney [www.spokes.org.uk - news] urging funds for a new top-class route. Green MSP Patrick Harvie has already raised this in the Transport Committee.

If you support us, please visit/write to your MSP [p8] asking them to pressure the Minister on this matter.

A90 notes for leisure cyclists: If you're not in a hurry the Sustrans coast route is now open. And Queensferry Leisure Centre has contacted us: they offer toilets, showers [£1.80], shelter and snacks. DouglasMackay@edinburghleisure.co.uk.

"I'm interested in joining SPOKES. Please send an application form, and recent issues of SPOKES" [or download at www.spokes.org.uk]

Post this to: SPOKES, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG

Please enter your name, address, postcode...

