

Spokes, the Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG ☎ 0131 313 2114
This is a postal address/answerphone – Spokes is a voluntary body with no staff. www.spokes.org.uk spokes@spokes.org.uk

BUDGET FARCE

The SNP Government has ignored the Scottish Parliament's Transport, Environment and Climate Change Committee recommendation to invest more in active travel, cycling and walking in the 2009/10 budget, as also in our Spokes budget submission.*

After 3 months of evidence-taking and scrutiny the only recommendation on the draft budget's spending plans by any Parliamentary Committee was higher active travel investment - and it would have cost a mere £20m to double existing cycle investment. Yet in 3 weeks of January politicking and horse-trading, and without detailed scrutiny, the government made other changes totalling over £100m, to gain the votes of other parties.

Why the months of intelligent and serious debate by well-paid MSPs and civil servants, days of preparation by many outside experts, if the government can dismiss Committee outcomes without any real consideration? The TICC recommendation was neither accepted nor rejected by the government – it was just ignored! Only when committee member Des McNulty MSP, in a full Parliamentary debate, reminded Cabinet Secretary John Swinney of the Spokes evidence and the TICC recommendation did Mr Swinney promise to 'consider' it – a consideration which appears not to have taken long!

So total cycle investment stays frozen around £20m, under 1% of transport spending, while the draft budget's £134m trunk-road increase grows to over £150m, with 3 more road projects thanks to 'accelerated capital spend.' Thus money is there – it's just a question of priorities.

The government still acts as if cycling is some kind of hobby, not a serious form of transport with huge potential in public health, energy security, and CO2 reduction, let alone in local accessibility and reduced congestion.

How have they the gall to host the Danish 'Dreams on Wheels' cycle conference? Former Communities Minister Stewart Maxwell even said, "Copenhagen already enjoys a modal share of 35% and has set a target of 50% .. To reach our emissions target we must consider if such a target is attainable here" [CAPS conference 7.10.08].

Only days later Mr Swinney was in the front row listening to UK Climate Change Advisory Committee chair Lord Adair Turner say the government must act urgently on 'quick wins' like travel behaviour and house insulation – raising a loud murmur of approval from the 600-strong audience, clearly directed at Mr Swinney.

THE FUTURE

To retain any credibility the government must rethink cycle/walk investment totally and urgently. The new cycle target, the Climate Change Bill, the constant public embracing of Copenhagen and other European cities,

Bikes, Buses, Trains and Trams Spokes Spring Public Meeting – details on page 2

NEW 10% TARGET!!

Speaking at a *Dreams on Wheels** conference, Transport Minister Stewart Stevenson referred to the Scottish target of 10% of all journeys to be by bike in 2020. Surprised, as this has never been announced, Spokes contacted the government, who confirmed this is now the target! - and will be in the forthcoming CAPS report [p4].



The Transport Minister grabs a few recruits for the more youthful end of his target!! Photo: Cycling Scotland

The new target is ambitious and very commendable – and European experience suggests it is achievable. But to freeze cycle investment at its present miserable level in the first year of such a target period is just crazy. Or, rather, it is on a par with the Climate Change Bill, where a big target is set for years ahead, but the annual targets needed now are left for the next government - and SNP road projects will grow emissions 9% by 2020 [p8].

*The Botanic *Dreams on Wheels* exhibition ends 21 March. For more info, see www.dancult.co.uk/dreamsonwheels.



PRESIDENT OBAMA AGREES!

"Everyone benefits if we leave our cars and walk, bicycle or use public transport"

[translated from US-speak!]

More on page 8

Photo: Associated Press

growing pressure from public health and urban transport professionals – all make the government attitude look more and more like a C20th curiosity.

See pages 4-5 inside for more on the budget story.

*The Spokes budget submission and related documents are at www.spokes.org.uk – downloads – submissions – government.

Help Spokes, other cyclists, and yourself, by writing to your MSPs, MP, councillors and the press every so often. See back page for contacts. Ask them to raise your question with the relevant Minister / Convener. Send us the results!

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!' First Sunday each 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.

Easy Rides - 'Twenty Milers' Mainly paths/quiet roads, 10-3 some Sats, Mike Lewis 343.2520 mike@cycling-edinburgh.org.uk.

Very Easy - 'TryCycling' 5-15miles, paths, quiet roads. 10am last Sun of month. www.trycyclinginedinburgh.org.uk 558.2647

Weekends - 'Mellow Velo' - Hostel/ B&B w'ends - evolved from Spokes weekends group - www.mellowvelo.org.uk.

More Edinburgh rides/events www.cycling-edinburgh.org.uk.

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

Mar 16-20 Spokes Bulletin 100-issue Exhibition moves to Kings Hall, opposite Queens Hall, S.Clerk St, 10am-4pm, for council Environment Week - many stalls by other bodies. This may be our exhibition's last outing - **don't miss it!!**

Mar 23 Age of Stupid film 6pm then transport panel 7.30 [with Gary Bell, Spokes] - Filmhouse. www.ageofstupid.net.

Mar 25 Cyclists and Public Transport Spokes Spring Public Meeting Augustine United Church, Geo. IV Br. 7.30; 6.45 for coffee, stall, chat. jackiehATwaitrose.com 664 0526.

Ian Craig, Lothian Buses Managing Director [Spokes 102p5]

Des Bradley, ScotRail, Transport Integration Manager

Mike Connelly, Transport Initiatives Edinburgh [tram]

Plus film of cyclists and bus drivers changing places!!

[film by Oxford Cycle Campaign www.cyclox.org/archive.htm]

Apr 22 Climate Change Rally Scottish Parliament, 11am-2pm. Details at www.stopclimatechaosscotland.org.

Jun 13-21 National Bike Week www.bikeweek.org.uk

Jun 17 Spokes Bike Breakfast jackiehATwaitrose.com

Jun 20 St Andrews Annual Ride for Lepra. 01968 682369

Sept [tba] Pedal for Scotland www.pedalforscotland.org.

SPOKES DOWNLOADS

There's a host of useful information at www.spokes.org.uk in downloads. Recent additions [*and their sections*] include...

[*technical*] **Encouraging Bike Use in Residential Neighbourhoods** Research in Dalry-Currie corridor - suggests bike use would rise if tenement/flat-dwellers had decent bike parking.

[*technical*] **Spokes Bike Counts** - full data and summary.

[*submissions, national*] **Experts' letter on gov't budget.**

[*submissions, local*] **Park Green and Kings Buildings.**

[*internal*] **Spokes Planning Group** minutes & DdF reports.

[*security*] **Police bike-security** documents.

[*submissions, local*] **Dutch expert's Edinb. bike/tram report.**

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2009, even if there are no changes. Do it now! Members not getting a renewal form are up to date for 2009.

ABBREVIATIONS USED IN BULLETIN

G The Guardian **(S)H** (Sunday) Herald
SG Scottish Government **LTT** Local Transport Today

SPOKES BULLETIN INFORMATION

Editor Dave du Feu **Printer** Barr Printers **Print run** 11,000
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TRAM THOUGHTS

The tram will have huge impacts on getting about in the city by bike, and it's easy to concentrate on just one or two aspects. Here's a summary of how we currently see things:

There are more ✓ than ✗ but the first ✗ is a disaster.

✓ The tram has huge potential for **traffic reduction** which could massively improve conditions for all, including cyclists. Very disappointingly, the council has not taken this seriously enough - it seems to be imposing the tram system into not-much-changed car traffic levels.

✓ It is hard to appreciate the scale of development planned for the **Waterfront**. Without the tram, traffic conditions in north Edinburgh would become quite intolerable.

✓ This is the **first UK tram operator to propose regular bike-carriage** - though it's common overseas - but it will be some months after opening before trials begin.

✓ If **Roseburn-Granton** line is built, a 3m path without road crossings will be maintained [with a few narrowings at bridges]. The tram and the opened-out route should all but eliminate the security problems in some sections.

✓ There will be a completely new, largely offroad, bike route from **Newhaven to Constitution Street**.

✗ **Onroad cycling conditions will worsen badly between the West End and the Shore**, with Princes St and Leith Walk bike lanes removed. This will impact on cycle safety and even more so on promoting city centre bike use - no longer will road users feel cycling is expected and welcome [p3 article]. **And it is largely due, not to the tram itself, but to how the council has planned it** - keeping high priority for the car [see above] and allowing 'streetscape' and other factors to dictate a central island, eliminating bike-lane roadspace, unlike most trams.

✗ There will be dangers for cyclists **crossing tram tracks**.

✗ To allow for high car use there will be a **gyratory** at the top of Leith Walk. Council officials had at least planned a long lead-in bike lane, but the 'safety auditor' [a private consultant, who may have no more expertise than the council] said lanes would give a false sense of security. However if their absence cuts bike use, this will add danger! [p3]

BIKE/RAIL AWARDS

Two Edinburgh-connected people have won the **2008 UK Bike/Rail People Award** [www.cyclerrailawards.com]. First is former Spokes member, now CTC public transport adviser, **Dave Holladay**, whose knowledge of, and innovative ideas for linking, bikes and public transport are legendary. Bike carriage by rail and bus have benefited greatly from Dave.



Second is Network Rail's **Simon Lloyd** at Waverley Stn [photo]. He wrote a management plan for the bike racks, monitors them, and recycles abandoned bikes via the Bike Station where he is a dedicated volunteer in his spare time.

*The Bike Station is at thebikestation.org.uk; also see Spokes 102.

Bikes on trains - sign up! ... petitions.pm.gov.uk/bikes-on-trains.

LOCAL NEWS

If anything on this page concerns or encourages you, let your local councillors know! – see page 8 for contacts.

TOP EDINBURGHERS SAY IT...

"We should make major infrastructure investments in the cities, where ... it is easiest to achieve modal shift away from cars to public transport, foot or cycle." **Ron Hewitt, Chief Executive, Chamber of Commerce** [SH 8.2.09].

"We see active transport as an important policy priority ... especially given the compact nature of the city ... I had dinner with Jan Gehl, the Copenhagen urban design guru, and it is clear that cycling and walking can play a very important part in revitalising city centres." **Edinburgh Council Director of City Development, Dave Anderson** [for economic development, transport, planning. Source: email 10.2.09]

EAST & MIDLOTHIAN SCHOOLS TRIUMPH

Rosewell Primary has been congratulated by the Scottish Parliament for becoming *Scotland's first official Cycle-Friendly School*, by demonstrating a 'whole-school cycle culture.' *Increasing bike use has helped reduce car school trips from 73% of the total to 54% in just one year.*

Already bike-friendly, **Dunbar Primary** in **E. Lothian** has seen a further 5% rise in cycling, thanks to improved routes and a toucan crossing near the school entrance.

[Safe Routes to Schools Scotland Winter 08. www.saferoutestoschools.org.uk. For Cycle-Friendly School status: www.cyclingscotland.org.uk]

LOCAL NEWS SNIPPETS

● **Greener Leith's** ambitious Climate Challenge Fund bid [Spokes 102] has succeeded. Spokes will support their aim to grow bike use, by contacting local members when helpful, and our mapping expertise. www.greenerleith.org.

● Several **local long-distance routes** are being planned – for a future time when/if money becomes available! Send your ideas on these routes to the contacts below...

➢ **Peebles-Roslin** [Midlothian Council/Sustrans] Dave.Kenny@midlothian.gov.uk, Michael.Nimmo@fabermaunsell.com.

➢ **North Sea Cycle Route [East Lothian]** [EL Council/Sustrans] ps@scottplanning.co.uk, pince@eastlothian.gov.uk.

➢ **Edinburgh Waterfront** Edinburgh has 30-year plans for a quality Joppa-Cramond route. Sustrans is looking into an interim route much sooner. Katharine.Taylor@sustrans.org.uk.

● Spokes is not party-political, but we have to admit that Edinburgh's **Green councillors** make a real difference on transport. **Cllr Steve Burgess**, without whom car parking on the Mound would not have been banned [Spokes 100] has had a very big success with his Park Green initiative [H 11.2.09] - parking permits will be priced by emissions, with fees doubled for gas-guzzlers, and a second-vehicle surcharge. Now **Cllr Alison Johnstone** is seeking a long-term plan for a European-style Edinburgh cycle network [motion going to Transport Committee 5 May 2009].

HOPELESS PLANNING PROCEDURES

Spokes was **shocked** to see the **Kings Buildings Planning Framework** consultation issued by Edinburgh University and the council - ignoring bike access though 23% of staff already commute by bike! After their shambolic 2007 Central Area consultation [Spokes 99] the University had employed yet another consultant [RMJM] with no seeming understanding of cycling's role! Many KB bike users wrote - and the plans will be improved. **But the council should never have issued such plans! To save them future embarrassments we have suggested all consultations be pre-audited for basics like cycle access and parking.**

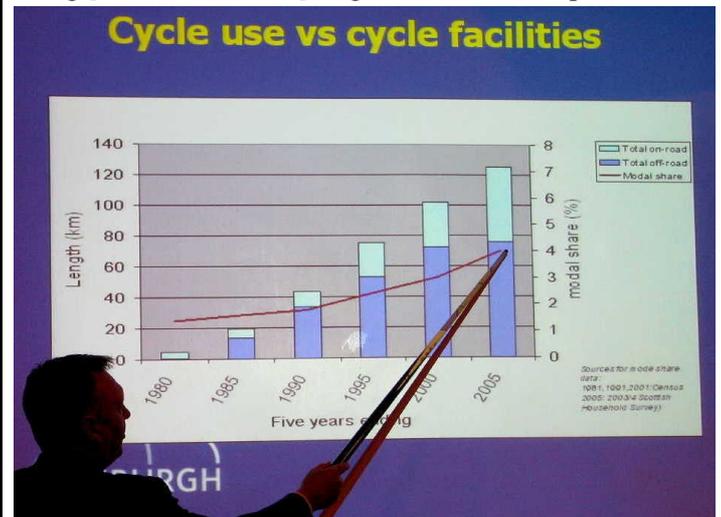
CYCLE LANES

Spokes believes that Edinburgh's **widespread onroad coloured bike facilities** are a main reason why bike commuting doubled in the last 10 years *whilst static or declining in most UK cities*. The coloured lanes are seen every day by every road user of every kind, and make cycling feel expected and normal, not just for freaks or 'enthusiasts'. First installed by the City with great pride [Spokes 98 p1] under **Cllr David Begg** they came under threat in the mid 2000s with the rise of the Streetscape fashion and its subjective addiction to all-black roads.

Challenged by Spokes, the council could find no other convincing explanation for its success against other cities. Moreover a 2005 council consultation [whose results were largely ignored] attracted a remarkable 60 letters explaining *why* the widespread coloured surfaces were so successful, with many replies such as, "I doubt I would have found the confidence to start cycling without the strong message of the coloured lanes" [Many more quotes in Spokes 93 p3].

With continuing controversy, Spokes has repeated our challenge - this time to City Design Champion **Riccardo Marini**. If the Council is serious about its Strategic Outcome Agreement and Transport Strategy targets to grow bike use substantially, it must sort out its thinking.

A chart displayed by **Marshall Poulton**, Edinburgh Transport Director, at the Spokes autumn public meeting, lends powerful support to our theory [pic: Chris Hill]. And a bus chart revealed an almost identical pattern - bus use rising [unlike other cities] as green bus lanes expanded.



In 1980-1995 as Edinburgh built offroad paths [bright blue] bike use rose slowly. Then, in 1990-2005, as the coloured onroad lanes became widespread, bike use grew faster. Figures for 08/09 will be interesting, with Princes St and Leith Walk bike lanes removed; though tram construction disruption to all traffic will make comparisons difficult.

It is also likely that widespread coloured lanes bring big safety benefits. *First*, their promotional effect means more cyclists – and if bike use doubles then risk per cyclist falls 34% [Safety in Numbers, Jacobsen, J. of Injury Prevention, Sep 2003; also Spokes 87 p7]. Incidentally, if the Council cuts bike use in half by misguided policies, then risk per cyclist rises 52%! *Second*, Napier University research suggests that motorist intrusion into black cycle (or bus) lanes is 5 times greater than for coloured lanes [www.spokes.org.uk – downloads – technical]. **The council should add an 'injuries per million bike trips' line to the chart before they downgrade the onroad network any more!**

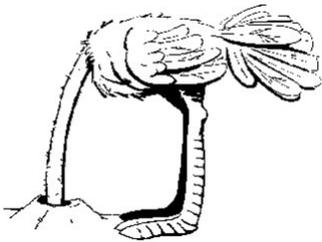
CYCLE FUNDING

INVESTMENT LOSSES

Just two years ago we reported “*a fantastic year*” in 2006, with government at last starting to value the potential of bike use for public health, environment and European-style towns and cities [Spokes 95]. This was not just talk, but a small move towards the real investment without which European cycling levels will remain just a dream. Its impact was seen in our finance survey [Spokes 99 p7] and great projects like Edinburgh's towpath surfacing [p5].

Tragically under the SNP government these funding sources suffered badly. The final Lab/Lib years saw a 2-year £4m-a-year boost for **Sustrans/council projects** [on top of existing money] also at last allowing advance planning. But Sustrans funding is now 'back to basics.'

At Regional level, the new **Transport Partnerships** [like SESTRAN in South East Scotland] started funding serious plans to boost bike use. The new government, not seeing a real regional role for transport, scrapped the planned increases for Partnerships, and passed even their existing funds to councils, to spend on anything at all.



These were not deliberate cycle investment cuts - the SNP is not 'anti-cycling.' Rather, it's as if bike use is irrelevant – presumably it's leisure, not transport. So transport decisions don't even consider if there will be any

impact (positive or negative) on bike use or funding – a common 1980/90s scenario, and one which back in 2006 [above] we mistakenly thought might be ancient history.

Similarly, the **Strategic Transport Projects Review** seems to ignore (rather than assess) ideas by Spokes and Transform for a major cycling infrastructural initiative in Scotland's towns and cities – despite often high rates of return for such schemes [Guidance on Appraisal of Walking and Cycling Schemes, document 3.14.1 at www.webtag.org.uk].

WHAT'S GOOD??

Although cycle funding via Sustrans and Partnerships has been cut, the *Sustainable and Active Travel* budget line rose last year – thanks to budget deals with Green MSPs. We suspect the net impact of all the changes will be a cut, but our forthcoming financial survey should clarify this.

£15m of the new money, spread over 3 years, goes to **Glasgow, Falkirk, Dumfries, Orkney, East Dunbarton, and East Renfrew**, who won **Sustainable Travel Town/Smarter Choice** funds* to “*reduce car dependence, increase physical activity, reduce emissions/congestion*” [Spokes 102]. The new infrastructure and travel-plan 'soft' measures encompass walk, car-share, public transport, etc, so only a proportion counts as cycle investment, though Dumfries and Dundee are including bike-hire trials.

Another glimmer of hope is **CAPS, the Cycle Action Plan for Scotland** [Spokes 102 p7] - originally due for consultation from December, but not yet out. However, as our initial response** pointed out, European levels of bike use require European levels of investment - and there is still no sign at all of that message getting through.

* www.scotland.gov.uk/topics/transport/sustainable-transport

**www.spokes.org.uk – downloads – submissions – government.

COUNCIL STAFF SPEAK

Our 08/09 Scottish cycle spending survey report will appear in **Spokes 104**, but here are some early replies from Council cycle officers around Scotland. The comments from these professionals closely parallel our own distress about government cycle policy and funding.

“*Large/medium-scale funding now very limited due to reduction in resources available to Sustrans and the Regional Partnership. Reinstating such funds would allow the Council to construct key missing links.*”

“*Sustrans now requires match funding, resulting in a number of authorities cancelling projects. Partnership budgets for next year show little allocated to cycling.*”

“*The fundamental problem appears to be lack of continued Government funds to back up transport policy.*”

IS THE ANSWER EMBARRASSMENT??

Back in 2006 Spokes identified an impending fall in cycle investment under the then Lab/Lib government. Instead of using this to inform Parliamentary debate, it was used to embarrass then Transport Minister **Tavish Scott** at his own Lib Dem party conference. Result – within months Mr Scott announced the £4m extra for Sustrans to spend with councils etc in each of the next two years [Spokes 95].

Fortunately it won't be hard to embarrass SNP ministers like Stewart Stevenson if they keep saying things like, “*With a cycling modal share of just 1% we clearly have to do much more if we are to emulate our European neighbours who now enjoy a 10%-30% share*” [H 14.5.08] – and then freeze cycle investment!

PARTY PERFORMANCES

Sadly, at the critical budget vote, no party insisted on the recommendation of the Transport Committee to raise active travel investment. Instead, each party had its own pet project – no doubt worthwhile, but born from party policy, not scrutiny and evidence.



Earlier, however, **Des McNulty** [photo], Labour Transport speaker, had been superb, twice raising our submission publicly with John Swinney – in the Transport Committee and, remarkably, in

the full Chamber “*Will the Cabinet Secretary reconsider the Spokes case for an increase in the budget for active travel? Will he respond imaginatively to the proposal, which the Transport, Infrastructure & Climate Change Committee supported?*” [17.12.08, Official Rpt, col 13490].

Patrick Harvie, for the Greens, also highlighted active travel repeatedly, though with less emphasis on cycle infrastructure and on our evidence. The Greens discussed making this a condition of supporting the budget, but decided on home insulation as their only condition.

LibDem transport speaker **Alison McInnes** was also supportive, though less vocally. Tory and SNP views were more mixed, with leading SNP MSP **Alex Neil** weirdly telling a constituent, “*I cannot support your campaign - I wish you luck with the Spokes campaign in the future*” and local Tory **David McLetchie** responding, “*We would be prepared to look at increased funding for cycling projects, but not at the expense of roads.*”

THE MEANING OF MONEY



The inner-Edinburgh towpath surfacing – just one of many projects across Scotland built with the 2006/7 Sustrans new money for cycling infrastructure. User comments: “A brilliant place to cycle to my Uni” “very pleasant to cycle to my adult day-classes” “beautifully tarmacked.”



But – this is the condition of the outer-Edinburgh towpath, to Heriot-Watt University. The funding sources for such cycle infrastructure projects across Scotland have been greatly reduced by the government [p4], resulting in this..



User comments: “**X!!&*(deleted)” - and that's only the cyclist! Pity the poor pushchair user or walking commuter.



The **Forth Bridge route** - A90 cycling is banned - vital for commuters and tourists, brings fierce complaint by locals and visitors - “ridiculous” “extremely dangerous.” Spokes fought for years for a quality route [Spokes 98,100] but an agreed budget was lost when the SNP changed Partnership rules. Under our continued pressure special funding is now being tortuously negotiated between the government and council but looks to be bit-by-bit rather than the immediate quality project so badly needed by locals and tourists.

Pictures: [from top] Chris Hill at www.cyclingedinburgh.info; Peter Hawkins; Le Fromagier at www.flickr.com; Tony Grant.

MINISTER: UP IS DOWN!!

Questioned at the *Dreams on Wheels* conference about frozen cycle investment while trunk-road spending grows, *Transport Minister Stewart Stevenson* said he “didn't think” the latter was rising! **He should look at his own budget documents.** Table 2.08 of the draft budget 09/10 [Motorways & Trunk Roads] shows £930m for 08/09, £1064m 09/10, £1181m 10/11; in which 'Capital Works' rises £87m->£157m->£211m. Additionally, £25m of new 'accelerated capital spending' was allocated to 3 further trunk road schemes and a park-and-ride. And this omits the 2nd Forth Road Bridge, needing another £2000m+!

“I'm an enthusiastic cyclist” - THE KISS OF DEATH !!

It's great for politicians and senior officials to get about by bike. But, if they start by telling you, “I'm a cyclist,” or, worse, a “keen” cyclist, that is often the absolute kiss of death. It's like “I really understand cycling, I'd love to encourage it. But let's face it, 'big transport' is all that really counts.” Such 'enthusiastic' cyclists rarely cycle to work, but may take a bike on holiday (by car), and so innately regard cycling as leisure, a hobby, not transport.



Cabinet Secretary John “I am an enthusiastic cyclist” **Swinney**

The budget outcome was thus surely clear from the moment Cabinet Secretary **John Swinney** gave evidence to Parliament's Transport, Infrastructure, Climate Change Committee and was asked by Labour Transport Speaker **Des McNulty MSP** if he had read the Spokes submission. Ominously, Mr Swinney began, “As an enthusiastic cyclist ... I am much attracted by the lines of argument that Spokes puts forward.” **The rest is history!**

Oddly, rarely does a decision-maker begin “As a keen motorist...” A personal declaration isn't needed, because it's understood. The question is only how much they will spend on yet further motorisation. *And Mr Swinney is clearly a keen motorist, given his 200metre drive from Parliament to the adjacent BBC HQ* [The Journal 15.2.08]!

Paradoxically, genuine cyclists in positions of power can also be a problem. Some fear being seen as pushing a personal interest – again, driving is ok! Others, if very experienced, see no need for infrastructure to encourage the average and novice cyclist – *as with some recent top Edinburgh officials*, dismissive of coloured surfacing [p3].

A solution? Cycle investment should be based on evidence and decided by non-cyclists - provided only that motoring investment is decided by non-motorists!

THANK YOU!!

Spokes is funded by kind donations from our hundreds of members, and sales of our unmissable maps. So we can speak out and tell the facts as we see them, without fear or favour, and not concerned about losing funding.

To join Spokes download or phone for an application form. And if you're already a member - thank you!

You can help further by contacting politicians – tell your MSPs if you disagree with their budget decisions!

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WIN A £50 VOUCHER

[or possibly £100!] For our annual Spokes competition, which is open to all, how would you spend £1,000,000 to boost everyday bike use - anywhere in Scotland? Entries must be a maximum one side of A4. The competition, and rules/prizes, will be launched in our next issue. **Don't submit entries yet.**

We welcome offers of prizes, to attract more entries.

The results may be used to build up a portfolio showing what the government could be doing.

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* a reservation is required on some longer distance routes and on the Caledonian Sleeper

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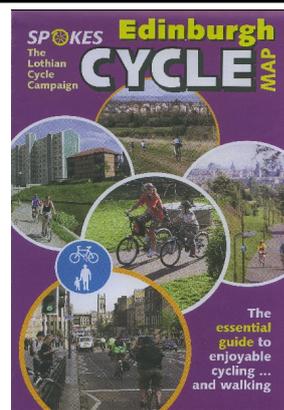
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Introducing the Transform Scotland Trust

Cycling is good for the economy

New report sets out multi-billion pound health benefits of switch to sustainable transport



The Trust's report *Towards a Healthier Economy* makes the key finding that Scotland's economy could benefit by up to £4 billion annually if the country was to move to continental European levels of cycle use, and meet Scottish Government Ministers' aspirations.

Amongst other things, the report also highlights the costs to the economy from car use, and the annual deficits suffered by Scotland's economy due to the aviation industry.

Cutting car use

Recent research shows that many car users in Scotland are ready, willing and able to cut their car use. Figures from a recent British Social Attitudes survey show that amongst Scottish car drivers 81% agree that 'the current level of car use has a serious effect on climate change', 69% agree that 'for the sake of the environment everyone should reduce their car use' while, at the opposite end of the attitude spectrum, only 30% think 'people should be allowed to use their cars as much as they like, even if it causes damage to the environment'.

The report makes a series of recommendations, with the top one being that the Scottish Government's transport appraisal system - the Scottish Transport Appraisal Guidance (STAG) - should include the direct economic benefits resulting from improved health due to increased cycling and walking.

The full report is available at www.transformscotland.org.uk/GetFile.aspx?ItemId=108.

A forthcoming Trust report on the uptake of Smarter Choices measures amongst Scottish local authorities will show they are popular at both regional and local level, and that measures with a ready framework for implementation (car sharing) or which are supported through central government (workplace and school travel plans) are the most popular. Central support – and political leadership – is vital to maintaining a habitable planet.

Prof. Stephen Stradling

About the Trust

The Trust is a registered charity launched in 2007 to carry out research and educate the public about good practice in sustainable transport.

We have just published our first report *Towards a Healthier Economy*, are working with The Nevis Partnership to examine accessibility to Scottish mountain areas, and are about to complete a report on Smarter Choices. We are also holding a conference on Car Clubs jointly with The City of Edinburgh Council on Thursday 19th March - ratransport.co.uk/carclubconf.html.

The Trust was created to work alongside Transform Scotland, the national sustainable transport alliance, chaired by Paul Tetlaw.

If you are interested in working with the Trust to undertake research, please do not hesitate to get in touch with:

Mary Church, Secretary
Transform Scotland Trust
5 Rose Street, Edinburgh, EH2 2PR
+44 (0)131 243 2690
trust@transformscotland.org.uk

Stephen Stradling is Professor of Transport Psychology at Napier University's Transport Research Institute and Chair of the Transform Scotland Trust.



TIME TO GET SERIOUS

The table shows the % of adult commuter trips in *Scotland* usually made by bike [Scottish Household Survey]. This is yet more evidence that *the Scottish government needs to get serious about bike use*, but that *Edinburgh has done something special by raising bike use - and needs to work out the secret of its success* [see our ideas, p3 cycle lanes].

1999	2001	2003	2005	2007
1.7%	1.6%	1.7%	1.6%	1.6%

The *Scottish Government Climate Change Programme 2nd Annual Report, 2007/8* concluded, "It is imperative that overall emissions from (transport) are driven down."

The *Sustainable Development Commission Scotland* in its *Review of Scottish Government Progress, Nov 08*, says, "Transport is the poorest performing area for sustainable development" and, yet worse, within this badly performing area, "Active travel is in relative decline." The SDC also points out what looks like chicanery [our words] in how the recent *Strategic Transport Projects Review* is presented. STPR says its projects will cut CO2 by 1% by 2020. In fact, "although this is not clearly stated," that means 1% down from 'business as usual.' **The actual impact will be a 9% increase!!** [LTT 16.1.09] – yet the government has pledged an overall 80% decrease by 2050.

CONTACT YOUR 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 N
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 W

CONSERVATIVE

David McLetchie, Pentlands
Gavin Brown, List

INDEPENDENT

Margo MacDonald, List

GREEN

Robin Harper, List

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. Phil.Wheeler@edinburgh.gov.uk. Except that E.Lothian email is initialsurname e.g. jross@eastlothian.gov.uk.

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

Who runs your council? [* = 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	Cllr Martyn Day, SNP
Midlothian	Labour*	Cllr Russell Imrie, Lab

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

Westminster MPs, European MEPs, and more useful info:

www.writetothem.com, www.theyworkforyou.com
www.mysociety.org, politics.guardian.co.uk/askaristotle

PRESIDENT OBAMA AGREES!

The Obama manifesto [barackobama.com/issues/urban_policy] - **Build More Liveable and Sustainable Communities:**

"Our communities will better serve all residents if we are able to leave our cars, walk, bicycle and access other transportation alternatives ... As president, Barack Obama will re-evaluate the transportation funding process to ensure smart growth considerations are taken into account. How a community is designed ... layout of roads, buildings, parks ... has a huge impact on the health of its residents."

And in a speech in Portland, Oregon...

"It's time that the entire country learn from what's happening right here in Portland with mass transit, bicycle lanes and alternative means of transportation. That's the kind of solution that we need for America."

[streetsblog.org/2008/05/22/portland & bikeportland.org/2008/11/19/obama]

US cycle/environment campaigners are lobbying for the 2009 Transport Bill to begin realising these ideas!

CLIMATE CHANGE

New evidence increasingly suggests yet more danger than estimated by the inter-governmental IPCC report just two years ago [www.ipcc.ch]. For example, the deeply serious **UK Met Office Hadley Centre** warnings [Spokes 102].

Now *State of the World 2009*, the most authoritative world sustainability guide, warns that CO2 *already emitted* means an almost certain 2 degree temperature rise over pre-industrial levels, where catastrophe [their words] starts to become a serious possibility. Net CO2 emissions must effectively be cut to zero by 2050 – i.e. no greater than the planet absorbs [www.earthscan.co.uk; www.worldwatch.org].

After the recent wildfires, with 200 deaths, the **Australian Fire Brigades Union** is urging higher climate emission targets. A Spokes member sent us this touching picture of the parched conditions before the fires.



Scotland's Climate Change Bill is now in Parliament – a year after the UK's now Act.

While still ahead of most countries it has big flaws, like delaying for years the SNP manifesto's 3% annual targets.

Action: www.stopclimatechaos.org/scotland and www.foe-scotland.org.uk. *Also:* April 22 Climate Rally - p2, diary.

ESSENTIAL CONTACTS

Adult cycle training 668.1996 ruairidh@thebikestation.org.uk

Www.travelinescotland.com - bikes on rail, bus and ferry.

Potholes, glass on bikeroutes, broken lights, in Ed/Lothian

[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.clearthattrail.org.uk.

Bad glass/dumping [Ed only] Rapid Response 0808 100 3366

Taxi issues Inspector, 33 Murrayburn Rd EH14 2TF. 529.5800

Lothian Buses mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding,

other road crime: Freephone Crimestoppers 0800.555.111.

Emotional/practical victim support RoadPeace 020 89641021

Help Spokes, other cyclists, and yourself, by joining us! Keep in touch with cycle route news in Edinburgh, the Lothians and Scotland. Find out which politicians to write to, and when. Discover the latest bike maps. **Download a membership form at www.spokes.org.uk or send a stamped addressed envelope to Spokes, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.**