

SPOKES

Bulletin 100 Summer 2008

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

MOUND VICTORY

Cyclists, pedestrians and buses will all benefit from a great political achievement by Spokes, along with Cllr Steve Burgess and many concerned individuals.

After a long struggle councillors plucked up their courage, rejected the official recommendation, and agreed to ban car parking on the Mound at all times. While this is not the most vital cycling issue in the city, we hope it is a sign that councillors are at last willing to take cycling more seriously. And that the Lib Dems - largest party on the Council - are serious about their manifesto promise of a 'model cycle-friendly and walking-friendly city' [Spokes 97 p5].



The Mound as the Council wanted to keep it - bus stops blocked, cyclists squeezed, pedestrians pressurised.

How we won the Battle of the Mound - see page 5



The Mound without parking - cyclist safety, walkers' wonderland, cars no worse jammed than usual!

Following this heart-searching within the ruling parties on the council, Spokes was invited by several councillors to discuss our case for real priority to active travel - walking and cycling - in the city. We especially thank Cllr Tim McKay [LibDem] for his initiative on this. **With the huge problems of climate change, energy security, congestion and obesity it truly makes sense! Please urge your councillors to press for action - see page 4 for our ideas.**

SCOTTISH FUNDING FALLS

Experts are calling for 10% of transport funds to go to active travel [p7] - but our research shows Scottish cycle spending below 1% - and falling in the new government's first budget year. Spending rises in some areas but other losses outweigh this, the main factor being a £3m cut for Sustrans. Our figures are estimates, but the picture is clear unless the SNP finds new money - **like the Lab/Lib government did in 06/07 when we showed an impending fall** [Spokes93,95]. Meanwhile trunk road money rises by over £50m to £932m, and Forth Bridge toll abolition costs £23m [Spending Review].

Scotland [£m]	04/05	05/06	06/07	07/08	08/09
cycle spending*	11.9	11.5	18.8	19.4	17.0^
total transport#	1329	1488	2248	2335!	2258!
% for cycling	0.90%	0.77%	0.84%	0.83%	0.75%

* Our estimates [Spokes 99 p5, and earlier] ^See page 7.

! 07/08 & 08/09 not comparable, due to govt restructuring - local govt not now included, so 08/09 total may be higher and % lower.

Figures differ from Spokes 96 as 'cost of capital' now included.

SPOKES BULLETIN No. 100

See p3 for our online and offline celebratory exhibitions!

BIKES AGAIN 1 IN 5

Our May count is yet another wake-up call to the council and Scottish Government to get serious about bike use.

Even in bike-hostile Lothian Road one citybound vehicle in every five is a bike in the 8-9am rush hour [p8]! **But the 157 citybound cyclists, and 169 buses and commercial vehicles, were choked by 497 private cars.** And 75% of those cars bore just one person - along with a tonne of metal!

Edinburgh compares itself to **Copenhagen** - so let's invite Mayor Ritt Bjerregaard. Despite heavy bike use (thanks to serious investment) she has grown the budget more, and says **"Giving cars priority is a thing of the past: from now on cycling will be taken even more seriously"** [Spokes 98,99]. **What on earth would she say of Lothian Road?**

[Survey data: p8 and www.spokes.org.uk - downloads - technical].

WHAT THEY SAY ABOUT SPOKES

🌀 **New resident:** *Your wonderful Edinburgh cycling and walking map has immeasurably improved my life in the city...*

🌀 **Scottish council cycle officer:** *We are very grateful for your existence - an example of cycling group best practice ...*

🌀 **Member's comment on renewal form:** *Keep up the excellent work! ... The way you engage with politicians and bureaucrats rather than just criticising and complaining ...*

And our special thanks to you if you write to councillors, MSPs, etc. We'd achieve a lot less without you!!

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

ABBREVIATIONS USED IN BULLETIN

G The Guardian (S)H (Sunday) Herald
 SG Scottish Government 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!' 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 and quiet roads, some Sat'days 10-3. Mike Lewis 343.2520 ml@ml-consult.co.uk.

Very Easy - 'TryCycling' 5-15miles, paths, quiet roads. 10am last Sun of mth. 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.

Jun 14-22 National Bike Week www.bikeweek.org.uk. Local info at bikeweekedinburgh.info. NBW includes...

All June Spokes Bulletin Exhibition - Edinburgh Central Library - celebrating 100 issues!! We may take the exhibition to other libraries/venues later - contact us with ideas or help.

Jun 12-15 Bike Film Festival at the Filmhouse - including some post-film discussions. www.bicyclefilmfestival.info.

Jun 14-15 TreeFest: TryCycling stall Inverleith Park, 11-5. Helpers needed - www.trycyclinginedinburgh.org.uk 558.2647.

Jun 18 Spokes Bike Breakfast 8-10am, City Chambers. Stalls, free breakfast for you, oil for your bike by **Bike Coop**. **Free map** for first arrivals!! Competition - **BikeTrax prize**.

Speaker: Transport Convener **Cllr Phil Wheeler** - it's your chance to lobby him and other councillors. *To help at the Breakfast, or for more info:* jackieh@waitrose.com 664.0526.

Jun 21 Edinburgh-St.Andrews annual ride for Lepra. www.lepra.org.uk Ros_kerry@lepra.org.uk 01968 682369.

Jun 21- Aug 14 Environmental Bike Tour Serbia-Turkey, for Eco festival www.thebiketour.net www.ecotopiagathering.org.
Sep 14 www.pedalforscotland.org Glasgow->Edinburgh.

Sep 16-22 European Mobility Week/ Sep 22 Carfree Day www.mobilityweek.eu [nice website]. In Edinburgh, Maggie Wynn/ Chris Hill of ChangingPace/ TryCycling have council support for a city-wide grassroots carfree day focused on school/workplace; they are already contacting employers and running school Bike Awareness sessions with discussions, films, and a poster competition advertising EMW. *For info, or if you could organise in your local area, workplace or school* see www.cleanairforall.info. **Speak to your school/ employer now!** Other EMW events [check at above website]..

Sep ?? Commuter Challenge *Helpers needed!!*

Sep ?? Mini Bike Film Festival - Filmhouse, Lothian Road.

Sep 20 Portobello Carfree Day and Leith->PB community ride.

Sep 21 North Edinburgh Green Corridor family bike/walk/scoot with games, rides, green passports, Sustrans. *Helpers needed!!*

SPOKES BULLETIN INFORMATION

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Copyright details: SPOKES may be quoted freely, if we are acknowledged and our address given. **Next Bulletin:** Oct 08.

SPOKES & RELATED**500,000 ANNIVERSARY no.1**

Spokes 99 marked 20 years, 200,000 envelopes and half a million Bulletins since **Hilary and Philip McDowell** first risked their house and sanity as the base for Spokes mailouts. Here Mies Knottenbelt (joint cook with Jackie Howlett) delivers to the McDowells a pile of 'envelopes' in cake form!



photo: Dave du Feu

500,000 ANNIVERSARY no.2

Spokes no.100, at a rough guesstimate, brings the total words written for all Spokes Bulletins up to half a million! - see our celebratory page opposite for just a few of them. Were they worth it? To take just one success, it was largely due to Spokes that Sustrans gained an extra £8m over 2 years from the last Scottish government [Spokes 95]. That alone equates to £16 for every word in every Bulletin since 1977!

PUBLIC MTG - OIL / CLIMATE / BIKE POLICY

Our March meeting was a 90-person sell-out. See report at our website [Spokesworker 25.3.8]. For more on **peak oil** and **oil cost** see www.depletion-scotland.org.uk and www.peakoil.net. For **climate change** see www.ghgonline.org and 4th report, *Summary for Policymakers* at www.ipcc.ch. For our research on **Scottish cycle spending** see page 7.



photo: Chris Hill

HOLIDAY & RAIL NEWS

- ☐ The official **Visit Scotland Cycling in Scotland** site has been improved again for 2008 - at cycling.visitscotland.com
- ☐ **Sustrans** has launched an interactive site where you can add your own routes, and post comments on existing routes. Go to www.routes2ride.org.uk/scotland.
- ☐ **Pocket Mountains** and **Sustrans** have published **Coast and Castles Guide** for the Newcastle-Edinb-Aberdeen NCN route. www.sustrans.org.uk pocketmountains.com. Both organisations also have other excellent bike guides.
- ☐ **First ScotRail** and **Fort William Off Beat Bikes** now give bike hire discounts for ticket holders. 01397 704008.
- ☐ **First ScotRail** has increased bike space on many routes, but **Ed/Glasgow-Inverness** is a major problem. Always book in advance here - *and lobby MSPs for more space!!*

SPOKES MEMBERSHIP RENEWAL

Please return your 2008 renewal form if not yet done. If you can't remember if you've renewed, please don't ask - you'll get an autumn reminder if not, and you won't miss anything.

ONE HUNDRED ISSUES OF SPOKES!!

OK, we know you can only read the headings!! - but there's a fantastic gallery of all **Spokes Bulletin** page 1's at www.flickr.com/photos/spokesleaflets [thanks: Chris Hill] - also linked from the spokes website - and a **Bulletin 100 Exhibition** at Edinburgh Central Library throughout June.

THE PHILOSOPHY OF THE BULLETIN

- ✓ **Be positive and constructive!** We'll certainly criticise strongly when it's due but we prefer to praise and thank.
- ✓ We make every effort to **encourage you to take action**, not leave it all to Spokes. It hugely helps if politicians know there is wide concern, so we tell you what is useful to write about, when, and to who - but using your own words, experience, and local knowledge.
- ✓ Be as **accurate, honest and fair** as possible.
- ✓ The Spokes Bulletin has **3 main audiences** - *members, other cyclists* [particularly those wanting to see more bike use] and *decision-makers* - councillors, all MSPs and 100s of named officials locally and across Scotland.

SOME OF OUR BEST EVER PAGES

The Bulletin archive is a wonderful reference source. Here are some pages of particular interest...

- ✓ Spokes 93 p3 - *in their own words* - 60 ordinary cyclists told the Council why the **widespread coloured surfaces** of the 1990s and early 2000s bring increased bike use.
- ✓ Spokes 98 p4-5 - Spokes: '30 years of toil and triumph'
- ✓ Spokes 2 p4 - **Cllr Brereton** on Spokes's 'commie friends'
- ✓ Spokes 46 p5 - How we beat the **ScotRail bike ban**.
- ✓ Spokes 26/27 - **Sustrans reports** on Edinburgh/Scotland.

WHY A5?? / WHY THE SMALL TYPEFACE??

No, it's not that Spokes is bankrupt, or that cyclists have bionic eyes! It's a matter of weight and bulk, for bike delivery. Each issue has 11000-12000 copies, to the above audiences plus bike shops, libraries, and some 500 organisations. Around 2500 envelopes are delivered by bike in Edinburgh and in Lothians towns! - the rest posted.

Decades of the SPOKES bulletin - starting with No.1 - April 1978

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THE LOTHIAN CYCLE CAMPAIGN
2A Ainslie Place, Edinburgh EH3 6AR
Tel. 225 7752

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 that the roads are too dangerous. Whilst millions of pounds have been spent on planning and providing for cars, nothing at all has been done to encourage what is the healthiest, most efficient and safest method of personal transport - apart from walking.

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THE LOTHIAN CYCLE CAMPAIGN 031 225 6906
30 Frederick St, Edinburgh EH2 2JR

BIKE ELECTION REPORT

SPOKES OBJECTIVES

1. To encourage cycling and to publicise its benefits for the community and for individuals.
2. To ensure that council policies actively encourage cycling and make full provision for it, as part of an overall transport strategy through which all members of the public can enjoy cheap, safe and efficient travel for work and leisure.

ELECTION FORUM
A public meeting will be held at which speakers from the 4 political parties will state their policies

LEAFLET 12 AUTUMN 1981

BIG BOOST FOR BIKES FROM LOTHIAN REGION

July 6th 1981 may well prove to be the day on which Lothian's "paper" commitment to cyclists took a decisive turn towards coherent and concrete action. Councillors on the Highways Sub-Committee instructed officials to undertake public consultation on a city-wide network of cycle routes; to start on conversion of disused rail lines to walk/cycleways; and to enter the public consultation phase of the Middle Meadow

Council officials suggest that the financial saving to the community from reduced cycle accidents if a complete network were implemented could be up to £90,000 per year.

see centre pages for full details.

INSIDE
Meadows Cycleway Deputation

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GRIMSHAW REPORTS ON SCOTLAND & LOTHIAN
The best news for many years for cyclists in Lothian and many parts of Scotland comes with publication of the reports of the Lothian and the Scottish Railway Path and Cycle Route Projects - the "Grimshaw" reports - sponsored by Lothian Regional Council and the Scottish Office.

LEAFLET 26 AUTUMN 1985

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KEEP UP THE PRESSURE!
SPOKES begins its second decade in confident mood, with encouraging developments at Regional and Scottish level.
Within Lothian Regional Council the appointment of the Cycle Project Team last year is now having a dramatic impact on the backlog of cycle schemes, and we are hopeful that the 50% plus underspend of the Council's cycling budget will now be a thing of the past.

LEAFLET 34 EARLY 1988

INSIDE
** SPOKES/LRC cycle symposium report
** Water events diary.

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CAR USERS AT RISK
Two shock new research reports suggest that car drivers and passengers are in greater danger than cyclists. The pictures of mangled and belated cyclists, much loved by newspapers, give a very misleading picture of the true threats to health. Adults who are put off cycling for fear of accidents or pollution are in fact likely to shorten their life and worsen their health if they use a car instead. The facts are...

LEAFLET 48 SUMMER 1992

£100,000 CYCLING BOOST ... BUT!
We are delighted to reveal that Lothian has transferred £100,000 Highways underspend to the cycling budget. The money had to be spent this financial year, or be lost by the Council.
Once again we see the value of Lothian's Cycle Team. Cycle schemes often involve a lot of design and legal work. As a result, before the team was set up the budget was often grossly underspent, and the money lost. Now, plans are up and ready to go as

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NORTH EDINBURGH CYCLEROUTE NETWORK!!
Cyclists and walkers can now travel from Dalry to Leith without meeting a single car! A 7km path almost half round the city, only 2-3km from Princes Street, and on 3m width tarmac. A network any British city would be proud to possess!

environment-friendly threat came with Labour's metro plans, but after extensive consultation the Council agreed a path beside the Metro - a decision we hardly dared hope for. Lack of government support, however, has scuppered the metro for now.

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SCOTRAIL DELIGHT
After a 4-year campaign by SPOKES and many others the iniquitous £3 ScotRail bike-carryage charge will go from May's timetable. This wonderful, unexpected announcement by ScotRail director *Adair McPherson* came on top of plans to spend £450,000 upgrading much of ScotRail's fleet to be more bike-friendly!

Leaflet 68 Early 1998

PUBLIC MEETING with Mayer Hillman
Bikes, Walking, Bus - the Right Balance
Place: Friends Meeting House, Victoria Terr, Edinburgh
Time: 7.30 Mon Mar 16 (6.45 for coffee, stall, chat)
More details: Mark James 0131 334 2653
Mayer Hillman is a challenging speaker, who questions even the value of public transport in the face of Climate

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WELCOME TO THE NEW BIKEENNium !!!
The year 2000 brings major changes in cycle and transport policy at various levels. Some are positive - but others suggest a distressing reversal towards discredited ideas from the 1980s.

Leaflet 75 Early 2000

with society - not the road user - paying the resulting environmental, health, economic and social costs.

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PRINCES STREET CYCLIST DISTRESS
Conditions for cyclists in Scotland's top street are set to improve in 2005 - but just two years later a drastic worsening is likely if plans are not changed.

Leaflet 88 Summer 2004

MARK THE WAY TO HEALTH
Speaking in the House of Commons Spokes member **Mark Lazarowicz** MP told of the "reasonable and responsible" transport

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BIKES NOW 1 IN 5!!
Edinburgh cycle use is now so high as to greatly assist inner-city congestion-relief. Our May 15 count found 19.1% of northbound Lothian Road 8-lane vehicles to be bicycles - almost one in every five vehicles on this major traffic artery. * Even on a dark, damp Nov 28th our winter

Bulletin 97 Summer 2007

ELECTION AFTERMATH
Holyrood now has minority SNP government, with some Green support; and councils are drastically changed (p8) - Edinburgh has a Lib+SNP zero-majority coalition, and there is great uncertainty about transport/cycling policy, and need and opportunity for lobbying at all levels!
More news on these and other issues in our latest issues!

LOCAL NEWS

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

WHAT'S NEEDED IN EDINBURGH

With new attention focussed on cycle policy thanks to the Mound controversy [p1] and new expert advice [p7] we urge the Council leadership to act on the issues below. Please lobby your councillors on these matters.

- ✿ A strong political and official profile for cycle policy at top level, internally and in public, and higher spending.
- ✿ The Council's **Single Outcome Agreement** with the government [below] to include serious cycling targets.
- ✿ A **Council Cycle Strategy**, with targets and funding.
- ✿ A Europe-style **roadspace reallocation demonstration project** - perhaps Lothian Road / Bruntsfield / Meadows.
- ✿ **Council enthusiasm for coloured surfacing** - as in the 1990s - to encourage cycling and for safety [Spokes 93p3].
- ✿ **Double-yellow lines** in many more cycle lanes.
- ✿ **Insisting on decent bike/tram conditions** - onroad by promoters TIE, and cycle carriage by operators TEL.
- ✿ A **Velib** scheme [Spokes 98, 99] - now being investigated.
- ✿ **Serious bike parking** - tenements, central all-day, etc.
- ✿ **Routes to nearby areas** - notably A90 to Forth Bridge.
- ✿ **Area or corridor initiatives** - infrastructure and door-to-door promotion, as in English cycle demonstration towns.
- ✿ **Fulsome support for community initiatives** - Bike Station, TryCycling, Car-free day, etc.

SINGLE OUTCOME AGREEMENT

Every council must come to a **Single Outcome Agreement** with the Scottish government [Spokes 99 p3], showing how the council will help achieve 15 'National Outcomes' such as "We lead longer healthier lives". Spokes was disturbed to see

that Edinburgh's draft SOA paid little attention to cycling and its contribution to public health, emissions reduction, energy security and reduced congestion. *We told Council leaders [www.spokes.org.uk - news 8 May] that this negates the Model Cycle-Friendly City manifesto promise.* We are assured the final SOA [at end May] will be much better - we wait to see!

SINGLE TRACK MIND??

The Council - rightly - is very excited by the coming tram system, the principle of which Spokes has always supported, even though we knew there would be some cycling problems.

However, politicians and top officials seem so beguiled by the shiny new tram that they forget their aim should be a city where cycling, walking, bus and tram all have major and interdependent roles. That is the case in other great cities to which Edinburgh looks - such as Copenhagen [Spokes 98 p7], and increasingly even London and Paris. **The mayors of those great cities are just as proud of their bike schemes and successes as they are of their tram systems.**

In Edinburgh, by contrast, despite good Local Transport Strategy policy, there are no big initiatives on cycling, and no proud announcements by Directors or Council Leaders. Cycling (and walking) feature low in the draft SOA, almost as if trams will serve all destinations and all types of journey! Yes, the council *does* promote cycling; but *not* if it conflicts with the tram, car parking or current streetscape fashions.

Thus cycle lanes allow car-parking (except in rush hours, when parking might hurt traffic flow); cycle promotion and safety are compromised by banning red surfaces in a wide central area; and tram onroad bike facilities are what can be squeezed in after catering for all other modes [Spokes 99 p4].

It's time for cycling to be taken seriously; and for the tram to be seen for what it is - one important element of an accessible city, not a panacea. Maybe it is time for the Council to invite over the Mayor of Copenhagen [p1]!

[For Copenhagen bike report see Links - World at Spokes website].

TRAM-PLED?? Tram/bike negotiations continue. **We are much helped by emails/letters from you to councillors**, to keep up understanding of this vital matter. The Council now has a **tram sub-committee**, so lobbying is even more useful.

We do feel that TIE, the tram developer, genuinely will do what it can for cycling - but only in a context where tram is top; buses, walkers and car-parking second; and bikes last. Recent discussions reinforce this conclusion. For example, Leith Walk widens as it goes uphill. But the extra width goes to first one then two lanes of car parking, with cycle facilities far less good than now. Only near the Playhouse, where car parking is banned, is there hope of quality bike provision. Constitution St is a huge problem, with trams next to the kerb.

Unlike TIE, the tram operators TEL don't even want to be positive [Spokes 99]. Months after the council asked them to think again about bike carriage, there is still no feedback on whether they are even looking at how the many bike-carrying European/US modern tram systems address TEL's worries.

If all this worries you, contact your councillor.

Meanwhile a former Edinburgher, now in **Portland, USA**, says, "I noticed in *Today's Railways* that there are deemed to be problems if bikes are allowed on the Edinburgh trams. From here, where bicycles are routinely on the MAX light rail vehicles, this seems a little strange." Like here, Portland's politicians are rightly proud of their tram - but they are just as proud of their cycle ambitions, and how the two integrate. Portland is now the first major US city to gain platinum-level Bike-Friendly status: see <http://tinyurl.com/6a5hwa>.

LOCAL AREA ACTION Spokes members are closely involved in several area-based cycle lobby groups.

Our contacts for **East Lothian Cycle Forum** [Spokes 97,99] are Christine/Donald [gardencottage@virgin.net] whose farmers' market stall in Haddington sold 50 Spokes maps! If interested, join ELCF online group at www.yahoo.co.uk - groups.



Linlithgow Cycle Action Group has been formed by local Spokes and other cyclists, to lobby for better conditions in the town. The group organised support from Sun Micro and local schools and churches for a Sustainable Travel Town bid by the council [p5]. A publicity stall [picture] borrowed E.Loathian group's pedal-powered Scaletrix to attract passers-by! To get on the mailing list contact mattyball@blueyonder.co.uk.

MOUND VICTORY - HOW WE WON

[ctd from p1] Early this year a council working party with police, bus and Spokes representation recommended Mound double-yellow lines. But the official report to the Transport Cttee didn't mention this! Questioned by **Cllr Steve Burgess** [Green], the City Development Director admitted he had dropped the proposal, "with my economic development hat." **Cllr Ricky Henderson** [Lab] then seconded Cllr Burgess in support of double yellow lines, and the Committee split 7-7, with Lab/Con/Green in favour and LibDem/SNP against!

Many individuals then lobbied councillors, particularly LibDems - what did their Manifesto mean if cycling lost out on this relatively easy issue? The weight of letters/emails led to serious heart-searching and, at last, real political thought was given to cycling. **The LibDems reversed their position - and the full council agreed to double yellow lines!!**

The decision now enters legal stages (an Order is needed) and if all goes well should be implemented by late summer. The long-promised lane resurfacing should happen then too.

MOUND VICTORY - WHY WE WON

It might be a minor issue, but to win was a big success: we were up against the council's top transport/ economic development official, the Director of City Development. Councillors should of course stick to their principles and policies - but at times they need a fierce push by constituents!

Our victory is a classic one, due to many factors - notably our long-term efforts in many areas, so preparing the ground. **And the victory itself could bring further progress in cycle policy.** It's fascinating to see how one thing leads to another - *without every single factor below, we might not have won!*

- ☐ **Spokes is respected** in the Council, and so was on the working party which recommended double yellow lines.
- ☐ **Many Spokes members feel very strongly about the need to promote bike use, and so do lobby councillors** - and in a considered way, based on personal experience. We tell you if it's a specially useful time to write/email about something - but if and what you write is up to you.
- ☐ **We keep our eyes and ears open** - so we often know when and how is the best time to lobby who about what.
- ☐ **Our practical projects** - like **Polite Cycling** and **Spokes Maps** - generate respect and support from councillors.

- ☐ **If a party has made a useful political promise, Spokes keeps reminding everyone** - for example the Lib Dem *Model Cycle-Friendly City* [Spokes 97 p5]. Similarly, on the A90, SNP Minister **John Swinney**'s promise, when he ended Forth Bridge tolls, to invest in cycle routes [below].
- ☐ **The fairer voting system** means no party is in overall control - so more councillors and parties have influence.
- ☐ **We produce relevant data** - councillors didn't realise there was empty parking space on streets near the Mound. Similarly councillors and officials had no idea that cyclists form an amazing 1 in 5 citybound Lothian Road rush hour vehicles until Spokes counted the traffic and told them.

HOW THE PARTIES HANDLED IT ...

One would expect the **Greens** to support our case, but **Cllr Steve Burgess**'s role was exemplary: challenging the Director at the Transport Committee, proposing an amendment, and keeping tabs on it right up to the full council meeting.



Green councillor
Steve Burgess
who uncovered the facts
then instigated and
sustained the revolt!

Labour was in full support throughout, with transport speaker **Cllr Ricky Henderson** seconding Cllr Burgess and recalling that all political parties at Spokes's Council hustings had supported improved Mound cycle lanes.

The **Conservatives** also backed our case unanimously. There are supportive new councillors, and our Polite Cycling campaign [Spokes 98, 99] had also generated great goodwill.

Despite their *Model Cycle-Friendly City* manifesto promise **LibDem** councillors at first accepted the official line to retain Mound parking. However, many constituents lobbied them, and this led to valuable internal heart-searching - which we hope also means a stronger future line on cycling.

The **SNP** also upheld the official view. We know there was disagreement in their group, but they didn't have to reveal a final hand as the LibDem change meant no vote was needed.

A90: EDINBURGH - FORTH BRIDGE

Edinburgh transport convener **Cllr Phil Wheeler** has written about this dreadful route to government Finance Secretary **John Swinney** and Transport Secretary **Stewart Stevenson**. This follows our intensive campaign [Spokes 98/99] over John Swinney's promise, when he abolished bridge tolls, to invest in "cycle links." Supporting our case are **Margaret Smith** MSP [LibDem, W. Edinburgh] and Green MSP **Patrick Harvie**. Due to changes by the new SNP government [p7] there seems no possible source for the £1m-£2m cost except a special one-off government grant, probably via Transport Scotland. **See p7 and write to your MSP - decisions may be made soon.**

SUSTAINABLE TRAVEL TOWNS

Part of the government's £11m sustainable travel fund [p7] is available to bids by councils for 3-year+ projects to encourage more walking, cycling and bus use in local communities. Successful projects should be announced in late July. In our area **Edinburgh** has bid for a Leith project and **West Lothian** for Bathgate & Linlithgow [p4]. Spokes is supporting the bids. Info: www.scotland.gov.uk/topics/transport/sustainable-transport.

OTHER ONGOING CAMPAIGNS/NEWS

- ☐ The Council-commissioned study for a **public bike-share scheme** [Spokes 99], like Paris Velib or London OyBike is expected to report this summer [study contact is SCS@halcrow.com]. Glasgow is also investigating the idea.
- ☐ Edinburgh Council continues to install more **onstreet bike racks** [Spokes 99], many at locations suggested by Spokes members. Send ideas to accessible.transport@edinburgh.gov.uk.
- ☐ The low priority to **onroad coloured surfacing** is a big ongoing complaint by Spokes members - the whole issue seems to have stagnated until tram layouts are decided, perhaps also due to irreconcilable views in the council. While the cycle staff can get the odd 'win' such as the new Lauriston Place developer-funded scheme, any proactive overall policy on use of coloured surfacing to promote more cycle use is stuck in a bureaucratic quagmire. See also our Count article [p8] and *lobby your councillor!*
- ☐ **Rodney Street tunnel** under Broughton Road has been structurally repaired, but funding is needed to construct a path through - around £100,000 according to Sustrans.

Wherever you ride this summer,
we've got you covered

EDINBURGH BICYCLE COOPERATIVE 



Specialized MTN
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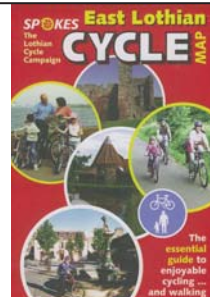
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PUBLIC HEALTH

Britain's top professional bodies in transport, planning and health have combined to issue an unprecedented call for 10% of transport funds to be invested in active travel - walking and cycling. With Scottish spending under 1% this is a truly revolutionary proposal - yet it comes not just from Sustrans, RoadPeace, Transform, Spokes, etc, but from the Institute of Highway Engineers, Royal Institute of British Architects, Chartered Institute of Environmental Health, Royal College of Physicians, Sustainable Development Commission and many other prestigious and professional bodies central to public health, environment and transport policy and practice. Initiated by the Association of Directors of Public Health and Sustrans, *Take Action on Active Travel* [see www.adph.org.uk] also calls for integration of active travel into all relevant policy areas.

ACTION: 1. Ask MSPs/councillors to take this seriously - what will they do? 2. Get your organisation to sign up.

SCOTTISH CYCLE FUNDS

[ctd from p1] Scottish cycle project money comes from many sources, and the table shows how we estimate the annual totals. For more on each source, see Spokes 99 page 7.

Source	actual (£m)				budget	
	03/04	04/05	05/06	06/07	07/08	est. 08/09
Council cap	0.8	1.1	0.8	0.9	0.9*	0.9*
Cycle CWSS#	1.5	1.6	3.0	3.3	3.1	3.1*
PTF	3.6	3.5	3.4	0.7	0	0
Sust Towns	0	0	0	0	0	1.4^!
Sustrans	2.5	3.5	2.0	7.8	7.8	5.0!
Partnerships	0.8	1.1	1.1	3.4	4.9	4.0\$
Cycling Scot	0	0	0.3	1.6	1.6	1.5!
Other	0.8	1.1	0.9	1.1	1.1*	1.1*
TOTAL	10.0	11.9	11.5	18.8	19.4	17.0

* Assumed similar to previous years.

Amount to cycle projects from CWSS total, currently £9m.

^ Assuming 34% of the new Sustainable Travel Town fund goes to cycling - the same proportion as our surveys show for CWSS. ! From the Sustainable Transport Team £11m budget. A small sum is also going to Edinburgh Bike Station [Bike Stn - p7].

\$ From 08/09 this comes via councils, not RTPs. Also, under the last govt, RTP money was expected to rise appreciably but is now static - and the cycle proportion seems likely to decline.

Trunk road cycle projects are omitted in the table, as too hard to disentangle, but we guess may add perhaps £1m most years.

The level of total cycle funding - under £20m a year, and well under 1% of total transport spend, is a Scottish disgrace given the problems of public health, climate, congestion and

obesity; and given the experience of other countries. Towns and cities from Copenhagen, Paris, London, to Freiburg, Basel, Darlington show that serious investment in bike infrastructure and promotion can bring serious transfer to bike. Yet 1% is less even than the proportion who cycle to work! And Britain's top relevant professional bodies are calling for not 1% but 10% [see Public Health article].

Nor is there any better value for money! Cost-conscious transport policy-makers should look at the UK government's *Guidance on Appraisal of Walking and Cycling Schemes* [3.14.1 at www.webtag.org.uk] - which shows cost/benefit ratios way above those of most other transport schemes.

MAJOR PROJECTS - NO REGULAR FUNDING

Yet under the new SNP government, not only is cycle cash falling overall, but there is now no normal funding route for costly projects, say over £1m. The only exception is routes parallel to trunk roads - Transport Scotland looks after trunk roads, and in that context £1m or so is chick-feed! Otherwise, government has to make a special allocation - the current example being £1m to Sustrans (included in their total) to start work on Oban-Ballachulish. The old Public Transport Fund allocated £3m+ pa to such projects [table]. Regional Transport Partnerships next started taking them on - until the new government curtailed RTP money [Spokes 99]. At the SNP Spending Review, we proposed a £20m fund for big projects, to which councils, RTPs, Sustrans or others could apply [Spokes 99 p7] - but our plea fell on deaf ears.

A90 ROUTE LOSES OUT

The dreadful Edinburgh/ Forth Bridge route is one victim - there is no regular means by which the £1m-£2m can be assembled. So, we try to embarrass the government into a one-off grant, based on Minister John Swinney's promise when he abolished bridge tolls [p5]. In contrast, the £½m Inverness-Dingwall A835 cyclepath is now being built. The council could not fund it, but luckily the A835 is a trunk road, unlike the A90 - so Transport Scotland is happy to pay.

WHAT NOW? - MANY WAYS FORWARD!!

The government will soon unveil its Strategic Transport Projects Review - £100m's of projects from 2010 to 2020 - and has just consulted on a National Planning Framework with £1000m's of transport spending such as the additional Forth Road Bridge. Spokes has urged including a strategic Scotland-wide active-travel project aimed at real modal shift, as happened years ago in Europe. And a consistent funding source for large/costly cycle projects is also vital.

It is quite unacceptable that cycle spend is diminishing - when it should be growing apace! We suspect the SNP didn't intend a cut; cycling just had so low priority that they didn't consider the implications for cycle projects of their other decisions. Please write to your MSP!

CONSULTATIONS

Our Spokes responses to recent Scottish consultations are at www.spokes.org.uk - downloads - campaigning - national.

- ☐ **National Planning Framework** - we seek a National Development boosting active travel in cities, towns and villages across Scotland, as in Denmark, Holland, etc.
- ☐ **National Food Discussion** - we seek measures hugely to increase active travel between home and shop.
- ☐ **Spending Review/ Budget** - we seek more for active travel, and a new £20m fund for major cycle projects.
- ☐ **Climate Change Bill** - there is no transport section! We highlight rising road spend, and falling cycle spend.

OUR CLIMATE CHANGE RESPONSE - EXTRACT

Sir Nicholas Stern, who assessed for the UK government the economic aspects of climate change, based on 2001 IPCC data, now says, "*Emissions are growing much faster than we'd thought, the absorptive capacity of the planet is less than we'd thought, the risks of greenhouse gases are potentially bigger ... and the speed of climate change seems to be faster. ... People who said I was scaremongering were profoundly wrong*" [G 18.4.08]. Even on the basis of the 2001 IPCC data, Sir Nicholas had estimated that the impacts of climate change could cost up to 20% of the world's GDP in the period covered by his report - let alone after that.

TRAFFIC COUNT

[ctd from p1] The table opposite shows bikes as a % of all vehicles. Taken along with our cyclist interviews [Spokes 99] we see a solid, consistent, substantial adult commuter population, contributing to lower congestion and emissions, and to improved public health. In contrast, 74% of cars, the main cause of congestion, had just a single occupant(*).



photo: Dave du Feu

How has Edinburgh achieved this when, in recent years, cycling has been static in most British cities?

The big rise was in the last 10 years. Spokes is convinced that an important factor was the emphasis by the council in the 1990s and early 2000s on widespread and visible onroad

Weekday 8am - 9am	Nov 06	May 07	Nov 07	May 08	SOCs* May08
Lothian Rd to city	13.9%	19.1%	14.6%	19.1%	76.3%
Lothian Rd to south	4.3%	4.0%	3.4%	3.7%	74.7%
Forrest Rd to city	16.3%	16.2%	22.5%	21.2%	74.8%
Forrest Rd to south	5.4%	5.6%	4.7%	5.2%	70.4%
All 4 locations	10.5%	11.9%	11.2%	12.6%	74.0%

cycle facilities. These give a message to all road users that cycling is expected and is an ordinary way of getting round - not just for fanatics. The red surfaces are seen every day by every road user of every type - what promotion leaflet could achieve that penetration! The effect was shown forcefully in the council's own 2005 consultation [extracts in Spokes 93 p3].

Yet the consultation's convincing outcome was largely ignored since it didn't fit the new fashion for blank streets. Whereas in the 1990's transport integration and growing bike use were real priorities for Edinburgh council, streetscape and the tram now seem to dominate the transport agenda.

CYCLE POLICY - LIVING OFF THE 1990s ??

Edinburgh Council is still living off the back of 1990s council work, and they are gradually throwing it away. Will bike use continue to grow when the coloured bike lanes are faded away, road users no longer reminded that it's ok to cycle, Princes St lanes gone, and bikes squeezed against cars parked in the space of the former Leith Walk cycle lane?

Yet Edinburgh now has a great opportunity, with new top officials Dave Anderson and Marshall Poulton, and a new political administration promising a Model Cycle-Friendly City. We'll soon know what it means in reality! Make sure your councillors appreciate what is at stake.

YOUR LOCAL 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

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 East 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, Lib/Dem
E. Lothian	SNP/Lib	Cllr Paul McLennan, SNP
W. Lothian	SNP/Ind	Cllr Martyn Day, SNP
Midlothian	Labour*	Cllr Russell Imrie, Lab

Sestran: 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

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 cyclist routes, 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.clearthathail.org.uk.

Bad glass/dumping [Ed only]: Rapid Response 0808.100.3366

Taxi issues: 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

NATIONAL ASSESSMENT

Stop Press: Cycling Scotland's analysis of council progress between 2005 and 2008 shows improvement across Scotland - reflecting the previous government's funding boost [p7] from 06/07, with more infrastructure spend via Sustrans, and advice/promotion via Cycling Scotland. **File** is top Scottish council, with **Edinburgh, Borders, Falkirk** and **Aberdeenshire** joint second. But - even these are way below European best practice.

We fully endorse the report's finding that Scottish councils and government need political leadership on cycling; higher and consistent funding; and proper coordination between policy areas. We point to examples like Copenhagen [p1,4] and the pleas by top experts [p7]. Scotland is on a different planet!

[Details - 2008 National Assessment at www.cyclingScotland.org].

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[or download at www.spokes.org.uk]

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