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PRINCES STREET PARADISE??

Edinburgh City Council appears to be taking seriously the Spokes proposal for pedestrians, trams and cyclists only in Princes Street.

Thanks to enthusiastic letters from Spokes members and others, Transport Convener Cllr Phil Wheeler* has ordered a feasibility study [EN 23.4.09]. It would “allow us to compete with the likes of Paris, Barcelona and Prague. It's a fantastic street - it would be absolutely splendid” said Deputy Council Leader Steve Cardownie [EN 14/23.4.09]. Princes Street Traders' Rob Winter envisaged “a positive effect on the whole environment” and Visit Scotland says it would “help promote Edinburgh around the world” [EN 23.4.09].



Scotland's most beautiful street www.bestofedinburgh.com
- but pedestrians are penned and cyclists are squeezed



Amsterdam ambience – could this be Edinburgh soon??

photo: Stewart Leiwakabessy at www.flickr.com

Spokes imagines Princes Street as a place to combine shopping with lingering and pleasure; with great access by tram, foot and bike; pavement cafes; open pedestrian movement between shops and gardens; and an exemplary European-style cycleroute beside the tram. Already, despite the massive roadworks, shoppers and visitors remark how wonderful it is without constant traffic noise.

This is also the LibDems' top chance to live up to their manifesto commitment to create a 'model cycle-friendly walker-friendly city' [Spokes 98]. *ctd p8*

*Cllr Wheeler has just been replaced by Cllr Mackenzie – see p3.

Spokes Summer Competition

Top winners choose from a remarkable prize list - p2

SNP SLASHES FUNDS

Despite bike-friendly rhetoric, government action has cut cycle investment to a crazy 0.8% of Scottish transport spending: as predicted by Spokes a year ago [Spokes 99]. The SNP is not actively anti-cycling, but don't seem to mind if their decisions mean slashed cycle investment. They trumpet new schemes like Smarter Choices – but forget the cuts in other areas. *The true position is now revealed in our 13th Spokes annual survey of cycle investment – see pages 4-5. Cycle investment is £3½m lower in 08/09 than 07/08 – and with present policies will fall further in 09/10.*

Scotland	£m	05/06	06/07	07/08	08/09	09/10
cycle spending [p4]		13.5	21.2	21.7	18.3	16.4
total govt transport		1488	2248a	2335	2255b	2488
% for cycling		0.91%	0.94%	0.93%	0.81%	0.66%
pence per head		265p	414p	422p	355p	317p

a Rail added; new bus concessions b Fall due to transfer to councils

In 2006 Spokes told the then Lab/Lib government their decisions could mean a £2m cycle investment cut [Spokes 93]. **Result** – they allocated an extra £4m a year to Sustrans for 06/07 and for 07/08, meaning some 100 projects throughout Scotland – such as the fantastic Edinburgh canal path surfacing [Spokes 103].

In 2008 Spokes told the new SNP government their decisions could mean a £2½m cut [Spokes 100]. We even persuaded Parliament's all-party Transport, Infrastructure & Climate Change Cttee of our case – they asked the government to invest more in cycling and walking, quoting our Spokes budget submission [Spokes 103]. **Result** – zilch! Ministers ignored Spokes and the TICC Committee - and the cut is now £3½m.

THE MONEY IS AVAILABLE

Let no one blame the credit crunch or UK ministers – it is entirely a matter of Scottish government priorities. They talk the talk on cycling, public health, climate change and European exemplar countries – but won't walk the walk. **Cycle investment in Scotland is less than a drop in the transport spending ocean.** A £40m shift from trunk roads would treble total cycle investment - with literally hundreds of Scottish cycle projects - and would still leave trunk road spending £100m higher in 09/10 than 08/09 [Spokes 103 p5].

WHAT MEMBERS SAY ABOUT SPOKES

- ♦ Thanks so much – keep up the fantastic work!
- ♦ I give to favourite groups at Christmas and enclose £200 ... because of your excellent work to challenge the car and support the pedestrian and the cyclist.

Help Spokes, other cyclists, and yourself, by contacting 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 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/quiet roads, 10-3 some Sats, Mike Lewis 343.2520 mike@cyclimg-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.

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

Jun 13 Family Bike Fun 11-3, Primary School, Preston Rd, Linlithgow. Stalls/skills/fun 07900 252097 helen@crns.org.uk.

Jun 17 Spokes Bike Breakfast 8-10am City Chambers Stalls [inc. TIE trams, Edin Backgreens Assn], free breakfast for you, oil for your bike, **Bike Coop goody-bag** for first 100 arrivals, **free map** for first 20 arrivals. **Speakers:** LibDem Health Convener Cllr Paul Edie and Cllr Steve Burgess, Green, who has been particularly helpful. Other councillors turn up - your chance to lobby them! **All cyclists welcome.** To help, or for more info: jackie@waitrose.com 664.0526.

Jun 20 St Andrews Annual Ride for Lepira. 01968 682369

Jun 21 Two Capitals Ride Dunfermline-Ed **See page 6 advert**

Jun 21 Dunbar Bikefest MrMAJames@gmail.com 01368 864717

Jun 24 Climate Change Mass Parliament Lobby Details at www.foe-scotland.org.uk/campaigns/bigaskscotland/masslobby.

Jul/Aug Ecotopia Bike Tour Western Balkans, Serbia to Croatia, with environmental actions en route. www.ecotopiabiketour.net.

Sep 13 Pedal for Scotland www.pedalforscotland.org.

Sep 16-22 Mobility Wk Sep 22 Carfree Day mobilityweek.eu

Oct 10 Suffragette Centenary Procession Edinburgh. A cyclist group is wanted with banners, flags etc. gudecause.org.uk.

Dec 5 Climate Change March www.stopclimatechaos.org/scotland.

SUMMER COMPETITION

How would you get lots more everyday work, school, shop, leisure or other trips made by bike in Scotland - if you had £1m?! Tell us on one side of A4 (or less) and you might get to choose one of these brilliant prizes...

ScotRail: 1st class return for 2 between any 2 ScotRail stns

Lothian Buses: Ridacard for 4 week's travel

TIE: Expert guided tour of the Edinburgh tram works

Edinburgh Bike Coop: Revolution Workstand [£88 value]

Sustrans: Complete set of Sustrans Scotland maps

Annapurna Indian Vegetarian: Lunch or evening meal for 2.

Engine Shed cafe: Saturday vegetarian breakfast for 2.

Spokes: £50 *Bike Stn* voucher e.g. a bike, workshop fee, training.

Download info sheet at www.spokes.org.uk - or send SAE or pick up sheet at Spokes events. **Closing date:** Sep 25.

Judging: Spokes Resources Group + transport prof Tom Rye

See info sheet for more on rules, prizes, sponsors.

SPOKES BULLETIN INFORMATION

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ABBREVIATIONS USED IN BULLETIN

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

BIKE CRASH HELP

Cycling is far safer than is often thought, and is associated with longer, healthier life [www.cyclehelmets.org]. But *what would you do if you did have a crash? - or witnessed one?* Read our new **Advice Note** - see www.spokes.org.uk, news item. We hope it will also lead to more prosecutions, and road improvements, and so a better cycling environment.

LOCAL BIKE PEOPLE

Chris Hill, working with Cambridge Cycle Campaign, has produced a remarkable **online bike-route planner** - part of a growing worldwide internet route planner. See edinburgh.cyclestreets.net and news at cyclimginedinburgh.info.

Spokes member **Andy Hunter** has set up **StoryBikes** - bike trips from ½-day to a week, with stops for lore and landscape stories. www.storybikes.co.uk 07762 000039.

Spokes member **Mike Lewis** has an online **Edinburgh cycling quiz** - www.cycling-edinburgh.org.uk/quiz.php.

Edinburgh skill-cyclist **Danny MacAskill's** YouTube video became for a week the second most popular in the world. At 2 million downloads he did more for the city than any Visit Scotland advert! You'll laugh and gasp - but leave the tricks to Danny - the average city cyclist is far safer on the roads!



www.dannymacaskill.co.uk

SCOTTISH GREEN LIST

Two longstanding Spokes members were selected for a list of 50 top 'green champions' by a Scottish Sustainable Development Forum panel, out of 300 public nominations.

Dave du Feu has helped keep cycle issues in the eyes of Scottish and Council decision makers for 30 years. He puts particular emphasis on fostering personal lobbying by individual Spokes members. Many Spokes achievements are pictured in Spokes Bulletin 98 [www.spokes.org.uk].

Mark Sydenham has built the Bike Station into an amazing social enterprise, having kept 12,000(!) bikes out of landfill, with 6000 reconditioned and back on the road. A range of related activity promotes a wider bike culture: DIY bike workshops, cycle training, work with community groups from schools to special needs [feature in Spokes 102].



Mark accepts Dave's (t)rusty 25-year-old bike at the Bike Stn

SPOKES MEMBERSHIP RENEWAL

Please return your 2009 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.

LOCAL NEWS

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

GREEN SHOOTS???

Without wishing to tempt fate, and although the Scottish cycling outlook is distressing [p1], might Edinburgh's ruling LibDems be remembering their manifesto promise [Spokes 98] of a **Model Cycle-friendly Walking-friendly City**? Amid the gloom, the half-painted bike lanes and the roadworks, a few signs of hope glimmer!

PRINCES STREET

Whilst the outcome is unknown, the rapid and positive initial response to our campaign [p1] is almost a shock – contrasting to slow and timid Council responses on earlier campaigns such as Lothian Rd [Spokes 101] or car parking on the Mound [Spokes 100]. A motor-free Princes Street, and a European-style bike route beside the tram, would bring world attention to a new City vision and intent.

CHARTER OF BRUSSELS 2009 – 15% target



Edinburgh City's Transport Director **Marshall Poulton** signed the Brussels Charter [www.velo-city2009.com/charter-brussels.html] on behalf of the council at the May Velo-City conference - the only UK city

to do so. It covers bike commuting, parking, tourism, theft and, most significantly, **a 2020 target for 15% of trips to be by bike** - way over Edinburgh's current target. *Of course words alone mean little [e.g government p1] but..*

NEW CYCLE INVESTMENT

Cycle project money comes from varied sources [p4,5]. Most councils allocate some CWSS money; about 1/3 also have a cycle budget; about 1/4 reserve some of the former partnership money for cycling. Edinburgh does all three - **and for 2009/10 the city has allocated £130k more "reflecting its commitment to cycling development"** [letter 15.4.09]. We are still well below European levels – but at a time of tight budgets this is a positive move. Whilst Edinburgh is slightly below average in our 08/09 survey [p5] it's hard for councils with large populations and budgets to get high ratings – and Edinburgh's position could rise further in 09/10 thanks to the extra money.

MORE BIKES: SPOKES TRAFFIC COUNT

The latest Spokes traffic count [May 12] found more bikes at all 4 locations, and reduced motor traffic overall. **Bikes now form 14.4% of vehicles between 8-9am at these points, up from 12.6% in May 08, 11.9% in 2007.** Citybound at Forrest Rd 24.4% of all vehicles were bikes! **These signs are good, suggesting an appetite for yet more bike use if conditions felt more welcoming.** But, like last year, 74% of cars had just one occupant, hogging the space needed for bike routes, buses and deliveries.

Total Lothian Rd plus Forrest Rd, northbound and southbound, 8-9am	May 2007	May 2009
Bikes	366	433
Bus / delivery / commercial	723	712
Private car	1995	1855
Bikes as % of all traffic	11.9%	14.4%

For full data and trends see www.spokes.org.uk news item.

Stop Press: Cllr Gordon Mackenzie [LibDem, Southside/Newington] has replaced Phil Wheeler as Edinburgh City Transport Convener; and he offers to meet Spokes soon. Representing a cycling hotspot Cllr Mackenzie should be aware of the issues and the potential – but do remind him of your concerns!



TRAM NEWS

Tram promoters TIE held a **bikes-on-tram tryout** on 13 March, attended by many Spokes members. Here **Alison**



Bramley and TIE engineer **Gavin Murray** fit their two bikes in the allotted space. *Thanks to our long Spokes campaign, TIE should achieve Britain's first ever regular tram bike carriage* - though common in other countries – and make this a norm for

future UK trams. A disappointment is that bike carriage won't start for months after trams begin. *Photo: TIE*

TIE has taken on cycle experts TPI to look at onroad bike/tram problems, opportunities and alternative routes. As qualified Safety Auditors, they will comment on the Road Orders and the [in our view] bike-unaware views of the Council's previous safety auditor [Spokes 103]. Spokes has met TPI, and we are impressed – though it is now too late to change some very regrettable early big decisions.

TIE modelling predicts a huge drop in traffic on Leith Walk. This seems unlikely - but if true, and if maintained by strong traffic management, it could partially lessen the damage to cycling conditions from removal of bike lanes.

A delightful historic view of bike/tram interaction:
www.treehugger.com/files/2009/03/cyclists-were-jerks-1908.php

LOCAL CONSULTATIONS

PICARDY PLACE [background in Spokesworker 31.3.09]

Picardy Place is scary and unavoidable on many journeys. So - thanks if you replied to the Council's Picardy Place **Draft Development Principles**, which ignored cycling. Many objections were received, and are being considered. Planners had made 'open space' plans, and Roads people road plans, with cyclists neglected in the former and given a hard time in the latter. Spokes has suggested that cycle experts TPI [above] are asked to consider the area as a whole - aiming for safe/welcoming cycle access/routes.

SOUTHSIDE CORRIDOR [Spokesworker 3.3.09]

Many thanks if you turned up to this meeting. Consultants **Ironside Farrar** had largely neglected cycling – as in their earlier University Central Area report [Spokes 99] - but attendees made it very clear that corridor priorities should include reinstatement of red surfacing, connecting the Meadows to the Innocent, and more bike parking.

STANDARDS FOR HOUSING *comment by June 30*

Council guidelines to ensure “*high quality, sustainable residential environments.*” We've not yet checked this – please copy us your comments. Find it at www.edinburgh.gov.uk – consultations – planning or 469 3723 [Gina Bellhouse].

The joys of city cycling: copenhagencyclechic.com

The politics of city cycling: copenhagenize.com

SPOKES 13th ANNUAL CYCLE FUNDING SURVEY

Spokes surveyed Scottish mainland councils and transport partnerships for 2008/09 cycle project spending - the first year of the SNP's big funding changes. The results are just as we predicted [Spokes 99], with two main factors in a £3.4m cycle investment loss, and worse to come in 09/10.

First, £2.1m net loss due to RTP money transfer to councils [see 'council capital' below]. Second, a £2.8m cut to Sustrans for its work with councils and others across Scotland - though ~£0.9m goes to cycling in the new Smarter Choices scheme.

Given a stratospheric £150m trunk road spending rise (plus £2000m to come, for the next Forth Bridge) the cycling cut is a mere leg off a deckchair on the Titanic. We'd like the SNP to notice the iceberg but till then we must fight for the deckchair!

FUNDING SOURCES SUMMARY: see text for comment

Source	£m	04/05	05/06	06/07	07/08	08/09	09/10est
Council cap [e]		1.1	0.8	1.0	1.0a	3.1	3.1f
Cycle CWSS [e]		1.6	3.0	3.3	3.3a	3.7	3.7f
Public Tr Fund[e]		3.5	3.4	0.7	0.0	0.0	0.0f
Sustrans [b]		3.5	2.0	7.8	7.8	5.0	3.6f
Partnerships [e]		1.1	1.1	3.7	4.9	0.7	0.6g
Cycling Scot		0.0	0.3	1.6	1.6	1.5	0.6f
Smarter Choices		0.0	0.0	0.0	0.0	0.9c	1.4cf
Trunk roads [d]		2.0	2.0	2.0	2.0	2.0	2.0f
Other [e]		1.1	0.9	1.1	1.1a	1.4	1.4f
TOTAL	£m	13.9	13.5	21.2	21.7	18.3	16.4

Notes and explanations to the table:

- a Not surveyed - assumed same as 06/07 as rules unchanged.
- b Total Sustrans govt grant is shown. Not all is spent via councils, and there is some walk-only - so this is higher than in the p5 table.
- c Assume 1/3 of SC fund is bike spending [£0.9m of £2.8m in 08/09] based on govt comments, though our survey suggests slightly less.
- d Transport Scotland told us it was impossible to disentangle the cycle element of trunk road spend. But later the Minister quoted £2m for 07/08 [letter to Mike Pringle MSP, 18.8.08] so the table assumes that.
- e Data mainly from councils. Some slight underestimates - we survey mainland councils only; also a few councils do not respond.
- f Assume most sources unchanged in 09/10. But govt website shows Sustrans/ Cycling Scotland cuts and Smarter Choices increase www.scotland.gov.uk/topics/transport/sustainable-transport.
- g Slight fall expected due to travel plan funding cut [RTPs below]

REGIONAL TRANSPORT PARTNERSHIPS [RTPs]

The last government gave RTPs £35m in 06/07 and in 07/08 for regional transport projects. RTPs then allocated a sensible proportion, 14% in 07/08, to regional cycle schemes. But the SNP transferred RTP money to councils, to spend on anything, not even transport. Only a few kept up cycle investment: stars are **Aberdeen, Ab'shire** [both work closely through **Nestrans**, their RTP] **Angus, Clacks, Edinb, Perth, Stirling, Borders**. Strangely, the SNP continues to fund Strathclyde Partnership [SPT] - but SPT allocates only ~3% to cycling. Finally, RTPs still get *travel plan* funds, some of which go to councils for bike promotion, racks, etc - **Sestran** is good on this. But the govt is cutting this too, down by 66% in 09/10, totally in 10/11.

COUNCIL CAPITAL FUNDING

Past surveys show councils allocate little of their own funds to cycle projects, relying on outside money. So it's no surprise that the £4.2m RTP cycle project loss was replaced by only a £2.1m rise by councils. Indeed it is almost encouraging that 25% of councils (praised above) continue RTP cycle priorities.

CYCLING, WALKING, SAFER STREETS [CWSS]

Introduced in 2000 by Sarah Boyack, the most bike-aware Transport Minister yet, CWSS isn't perfect [Spokes 93,96] but along with Sustrans it's a last bastion of cycle investment. The SNP was desperate to scrap this dedicated fund but Green MSP budget negotiations in 2007 saved it. However the SNP froze its £9m-a-year budget and still hopes to kill it. Usually ~35% goes to cycling; this year ~40%.

SUSTRANS

Thanks to a Spokes campaign [Spokes 93] Sustrans money rose greatly in 06-08 [see table]. Much of this was cut in the 2007 SNP Spending Review, and more now goes to *Smarter Choices*, which the government decided to fund from the same £11m Sustainable Transport budget line.

SMARTER CHOICES - see Spokes 102 p7 and this website: www.scotland.gov.uk/topics/transport/sustainable-transport.



The Minister: all smiles as his policies cut cycling

WHAT CYCLE OFFICERS SAY

In 13 years, never has our survey seen such vehement and widespread concern on funding. And officers know that, without a government rethink, this year will be yet worse.

What adds to the frustration is that modal shift to cycle and walk is vital to public health and climate change objectives. **And government ministers continually say the very same** - yet they adopt rules and budgets which *cut* cycle investment - whilst trunk road spending jumps astronomically.

Here are a few officer comments from across Scotland...

"Scottish Government and council SOA ambitions can be stated on paper, but can only be realised by sufficient funding."

"Government CWSS money [under future threat] is crucial."

"The government says the right things on cycling but consistently fails to allocate the funding to make a difference. Compared to Transport Scotland's £1.5bn, only £9m is allocated to CWSS."

"Large/medium-scale cycle funding now very limited, due to reduced government funding to Sustrans and the RTP. Ring-fenced funds would enable key missing links to be built."

"We are entirely reliant on external funding. Ring-fenced funds would help schemes aimed at modal shift, rather than road safety alone. Much longer funding timescales are also needed; it's difficult to design and build schemes in 12 months!"

"For significant impact on modal split and increased cycling levels, significant funding is required."

"Removal of ring-fencing has reduced funds for cycle projects. The change to Sustrans funding criteria from 100% to 50% meant that no projects could proceed in our council area." [Spokes note - Sustrans had to change the criteria due to lower government support].

"The Scottish government should provide dedicated cycle funds, or targets set by government will never be met."

"The reduced Sustrans funding appears contrary to the National Transport Strategy, which highlights sustainable travel choices. The loss of schools and 20-mph ring-fenced money is detrimental to cycling/walking. CWSS is very helpful in providing certainty for medium-term planning; CWSS loss would be a retrograde step."

"Problems are simply lack of funds from central government, including the allocation to Sustrans."

"The fundamental problem is funding to back up transport policy. Loss of ring-fencing is seriously detrimental."

Overall councils picture: % of own transport funds going to cycling is up [due largely to RTP capital transfer to councils, except SPT]; BUT external cycle funds badly down [due to RTP and Sustrans losses]; so overall spend per head has fallen.

Notes: Data for *individual councils* should be treated cautiously - respondents may interpret questions differently, or have data in varying formats. Also, *totals and averages* are not always fully comparable with previous reports, because of differing non-respondents, and note **y** below. However the *all-Scotland picture* [p1, p4] should be fairly reliable and consistent year to year.

a. Council [mainland only] [Bold if over average on both indicators]	b. popn [1000]	c. total 08/09 transpt capital budget	Cycle spend [£k] from own transport funds				External cycle investment 0809 raised by council					Internal + external		Indicators - bold over av		Target(s) set?	t % FTE staff	u Bike audit?
			d. cycle bdgt	e. cycle cwss	f. cycle other	g. tot inter- nal	h. par tner- ship	i. Sus- trans	j. sm arter ch'	k. othr ext- ernal	m. tot ext- ernal	n. cols g+m	p. as col n 06/07	q. col g as % of c	r. col n s pence/ head			
Aberdeen	203	15646	0	56	546#	602	*	0	0	0	0	602	644	3.8%	297	LS	15	b
Aberdeenshire	233	15041	81	310	390#	781	*	115	0	0	115	896	610	5.2%	385	LS	40	bcd
Angus	109	6386	100	75	90#	265	*	0	0	0+<	0	265	247	4.1%	243+	L	24	abd
Argyll & Bute	91	17867	0	163	0	163	0	890	0	0	890	1053	765	0.9%	1157	L	170	c
Clackmannan'	48	2500	0	63	176	239	*	64	0	100^	164	403	342	9.6%	840	L	30	cd
D & G	148	5200	0	0	0	0	0	370	60\$	0	430	430	1139	0.0%	291?	N	20	?
Dundee	NO REPLY RECEIVED																	
E Ayrshire	120	3500	0	16	0	16	0	0	0	0+<	0	16	579	0.5%	13+	LS	25	?
E Dunbarton'	107	2647	0	188	1	189	0	168	100\$	0	268	457	411	7.1%	427?	L	100	d
E Lothian	92	4500	50	60\$	0	110	5	7	0	0	12	122	310	2.4%?	133?	?	50	c
E Renfrewshire	90	2344	10	12	0	22	0	0	20	60<	80	102	542	0.9%	113	N	10	none
Edinburgh	454	46900	150	598	200#	948	10&*	130	0	50<	190	1138	1315	2.0%	251	LS	200	b
Falkirk	147	4732!	75	65	0	140	10	85	66	277^	438	578	195	3.0%	393	L	90	bcd
Fife	355	10000	323	270	0	593	16	162	0	0	178	771	805	5.9%	217	L	50	cd
Glasgow	578	48200	220	415	0	635	120	115	185	0	420	1055	1130	1.3%	183	L	200	be
Highland	211	12500	75	233	10	318	0	48	0	62^	110	428	468	2.5%	203	L	76	abcd
Inverclyde	82	1240	0	75	0	75	0	0	0	0	0	75	173	6.0%	92	N	10	c
Midlothian	80	2130	0	45	40	85	0	27	0	600<	627	712	856	4.0%	890	Y	7	b
Moray	88	4000!	80	54	0	134	17	133	0	0	150	284	308	3.4%	323	L	30	ab
N Ayrshire	136	7287	0	53	0	53	5	12	0	0	17	70	112	0.7%	52	L	?	bcd
N Lanarkshire	323	11845	0	378	25	403	0	273	0	170^	443	846	545	3.4%	262	Y	130	b
Perth/Kinross	138	11494	65	231	125#	421	12&*	72	0	0+<	84	505	490	3.7%	366+	L	70	b
Renfrewshire	171	7158!	0	90	0	90	0	7	0	0	7	97	482	1.3%?	57	L	40	bd
Scot' Borders	109	14000	0	69\$	55#	124	*	43	0	0+<	43	167	672	0.9%?	153+?	N	15	d
S Ayrshire	112	4000	0	85	0	85	261	25	0	0	286	371	515	2.1%	331	N	25	?
S Lanarkshire	305	4180	0	10	109	119	250	40	0	0	290	409	547	2.8%	134	L	0	bde
Stirling	86	8800	37	16	110#	163	*	89	0	30	119	282	757	1.9%	328	L	40	be
W Dunbarton'	92	2600	0	66	0+	66	0	60	0	68	128	194	240	2.5%+	211+	LS	125	bcd
W Lothian	163	2102	0	33	0	33	4	0	0	0	4	37	472	1.6%	23	Y	25	bc
totals/averages	4871	278799	1266	3729	1877	6872	710	2935	431	1417	5493	12365	15671	2.5%	254	Y=22	1617	
06/07 figures y		199470	744	3270	241	4255	3702	5875x	0	1839v	11416	15671	n/a	2.0% y	322y	Y=18	1162	

Notes 06/07: **x** = overestimate as included some non-cycling school work; **v** = 716 former Public Transport Fund + 1123 other
y = not comparable with previous survey reports – for example, we used to include all Safe Routes to School even if walk-only.

READING THE TABLE

Footnotes: [& just means 'and' !]

- + Plus unknown sum(s) - unquantifiable or not yet known.
- ! Uncertainty - used data from previous survey to estimate.
- ? Uncertainty, for reasons earlier in the row.
- # All/most of this sum earmarked from former RTP allocation
- * Entered in col f, even if via RTP, since is now council money
- \$ Unknown cycle element - used 35% for CWSS [average last time], 10% for bus corridor and 1/3 for non-bus Smarter Choice
- < All or most is developer funding
- ^ All/most is non-transport council budgets [eg planning, edu]

Columns [the most important are q, r and g, m]:

Cols q and g: percentage and total of the council's own 08/09 roads/transport capital budget used for cycling ... i.e. from funds where the council has discretion. Includes CWSS and former RTP money, as councils have discretion over both – except that Strathclyde RTP money is still external so in col h.

Col m: what the council has itself raised specifically for cycling [£k] from all sources other than its transport budget.

Col r: total per head of population [in pence] to be spent on cycling from all sources internal [col g] & external [col m].

Col d: Cycle budget - total is up due to big rises in 4 councils.

Col e: Amount of CWSS money allocated to cycling.

Col f: Cycle funds from all other transport budget headings – big rise over 06/07 due to 8 councils allocating former-RTP money.

Col h: Huge fall due to govt removal of RTP funds.

Col i: Sustrans – NB schools element only included if mentioned by council as relevant to cycling, whereas was included in 0607.

Col j: Smarter Choices – cycling element, as stated by council.

Col k: Other external: Europe, developers, non-transport depts.

Cols s: Targets

L target in Local Transport Strategy **S** target in SOA

Y target, not in LTS or SOA **N** no target

Col t: Staffing Big rise - may reflect internal spend up [col g]

Col u: Audit **a** Formal cycle audit

b Included in road safety audit **c** Ad-hoc / informal

d Audit/check for planning apps **e** Other

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. Join Spokes! Download or phone for an application form

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ctd from p1

PRINCES STREET

Our campaign was inspired by Council Leader **Jenny Dawe's** statement that shopping numbers in Princes St had been little affected by the current bus diversions; and by an imaginative paper on the future of the area by Spokes and CTC activist **Peter Hawkins** [Spokesworker 31.3.09].

The **bus success** is perhaps not so surprising - it's a rectangular rather than a linear central area, George St and Princes St are close, and bus users may be going anywhere there. With tram/bus interchanges and joint tickets, bus routes will need re-assessed, and **George St environment** could then be further improved by less car penetration.

Disabled access to the central area is important. Our proposal would give space for a future extra Princes St tram stop, and many buses would run along the centre of the George St/Rose St/Princes St/Queen St block.

Of course, there is very serious opposition, but we liked this touching **Assn of [very few] British Motorists** view: "I really can't see any reason for not opening up Princes St to all vehicles, including cars" [EN 14.4.09]!

If you like our idea, ask your local councillors to speak to Transport Convener Cllr Mackenzie. The outcome is not certain - Your voice counts!

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

LIBDEM

Mike Pringle, Ed South
Margaret Smith, Ed W

INDEPENDENT

Margo MacDonald, List

SNP

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

CONSERVATIVE

David McLetchie, Pentlands
Gavin Brown, List

GREEN

Robin Harper, List

To find name/email of your [3 or 4] local councillors...

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.Loathian 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 Gordon Mackenzie, LibD
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

STOP PRESS: Spokes is very unhappy at the new Hotel Missoni, George IV Bridge, road layout. Cyclists [forming 24% of rush-hour vehicles from Forrest Rd - p3] leaving the bus lane are squeezed tightly against the protruding kerb. **If you don't like this - ask your councillors to investigate.**

BIKES AND BUSES

Our March 25 public meeting, with its usual articulate and sceptical audience, was genuinely wowed by **Ian Craig**, Director of Lothian Buses, who came over as open, honest and really enthusiastic for 2-way bus/bike understanding and cooperation. Not a regular cyclist, he had biked around town with a headcam, capturing the difficulties facing urban cyclists, and used this video as his introduction.

Lothian Buses will investigate complaints and take firm action if the driver was at fault. In 2008 there were just 21 'incidents' [complaints alleging unprofessional conduct, dangerous driving, etc] of which 1/3 were found to be the driver's fault. Sound and vision video from the bus are checked, so please report time, date, location and number promptly, as tapes get overwritten. See *Essential Contacts*.

Bike awareness posters [photo] have been designed for driver training. See more in downloads at www.spokes.org.uk.

Folded bikes are allowed he told a questioner. He later emailed to say the wording of the rules is unclear and will be clarified in a forthcoming re-write.

LB drivers are now encouraged to bike to work: to raise bike awareness as well as for the usual reasons. The depot bike park is now overflowing!

Spokes and LB have worked together to improve road conditions, e.g. Mound no-parking campaign [Spokes 100]. **We welcome ideas from members for other schemes** - for example, junctions where bus/bike lanes could usefully be extended right up to - or even through - the junction.



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 02089641021

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.**