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## PRINCES STREET PICARDY PLACE

A Spokes survey of nearly 100 people who go about their daily travel by bike has identified Princes Street and Picardy Place as Edinburgh's greatest problems – and greatest opportunities – if bike use is to rise substantially in the city.

The Lib Dems, who control the city along with the SNP, have a manifesto commitment to make Edinburgh a “*model cycle-friendly walk-friendly city*” [Spokes 98] - and last year Edinburgh signed the *Charter of Brussels* [Spokes 106] which includes a bold target for 15% of trips to be by bike in 2020. To achieve these ambitions the city centre must become genuinely cycle-friendly.



*Tramlines and setts [installed without consultation] – a cyclist's paradise? - and what a view of Princes Street!*

Edinburgh Council is preparing an ambitious **Cycle Action Plan**, due out later this year, which we expect to bring big improvements on corridors leading to the city centre – but the centre itself is under a huge question mark. If it remains bike-unfriendly then much of the good work on routes to the centre could be undermined.

A recent Spokes public meeting on the Action Plan, addressed by Council Transport Convener **Cllr Gordon Mackenzie** was attended by over 100 people, most of whom completed a questionnaire on what they saw as the main issues. Edinburgh-Leith and east-west through the city centre, mainly Princes Street, were both seen as priority corridors by over twice as many people as any other route; whilst the top of Leith Walk (around Picardy Place) was the top blackspot, far outweighing all others except Haymarket, in second place. [For survey and meeting reports see [spokes.org.uk](http://spokes.org.uk), May 9 and Feb 15 news].

*So what can happen to improve things? - see page 8!*

## FUNDING NADIR

Since the SNP took power, total cycling investment in Scotland from all main sources has fallen every year, down to a **£17m nadir in 09/10** - as our latest funding survey shows [inside] – and equivalent to less than 0.7% of the Scottish transport budget. There are signs that the government is at last hearing, and 2010/11 investment may recover a little, though still under the £21.7m of the former Lab/Lib Scottish administration [p3], let alone the levels of European countries or English cycle demo towns. **It's not as if there's no money - trunk road spend has jumped by 25% and is now over £1100m.**

The long-awaited *Cycling Action Plan for Scotland* is expected to contain great ideas and an ambitious 2020 target for 10% of all journeys to be by bike. But, as the Parliament's all-party **Transport, Infrastructure and Climate Change Committee** recently concluded in its *Inquiry into Active Travel*,\* “*this target will be meaningless if the Scottish Government fails to match its stated ambition with a realistic level of funding.*” The Committee also called for properly targeted funding mechanisms – a point highlighted in our submission.\*

**A Spending Review this year sets funding patterns for 2011-2014 [p3]. We highlight the issues in this Bulletin.**

## UK PARLIAMENT

Spokes parliamentary representation doubled in election 2010! Long-standing Spokes member **Mark Lazarowicz MP** [who often speaks on cycling] is joined by **Sheila Gilmore**, new MP for Edinburgh East. As a local councillor Sheila has been a familiar commuter up to the City Chambers. She says, “*I find cycling a really practical way of getting round the city.*” [www.edinburgh-east.net/biography](http://www.edinburgh-east.net/biography).



### What does the ConLib coalition mean for cycling?

Our funding decisions are by the Scottish Parliament, but England can set a helpful lead - and there is hope! The LDs have pro-cycling policies and the Conservative manifesto pledged a *Transport Carbon Reduction Fund* [LTT 5.3.10], to which councils and groups could apply, for public transport, cycle and walk schemes – similar to ideas in our 2009 Active Travel paper\* and our Budget submission,\* rejected by the Scottish government.

\* All at [spokes.org.uk/wordpress](http://spokes.org.uk/wordpress) – downloads – submissions

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!**

## ABBREVIATIONS USED IN BULLETIN

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

## FOR YOUR DIARY

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

**Spokes Sunday Rides** - 'Explore, Dream, Discover!' 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](http://www.snowcycle.co.uk) [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk) 445.7073.

**Easy** - 'Twenty Milers' Mainly paths/quiet roads, some Sats, 10am-3pm. Mike Lewis 343.2520 [mike@cycling-edinburgh.org.uk](mailto:mike@cycling-edinburgh.org.uk).

**Very Easy** - 'TryCycling' - on hold - [trycyclinginedinburgh.org.uk](http://trycyclinginedinburgh.org.uk)

**Very Easy** - [www.greenerleith.org](http://www.greenerleith.org) - search for 'bike rides'

**Weekends** - 'Mellow Velo' - Hostel/ B&B w'ends - evolved from Spokes weekends group - [www.mellowvelo.org.uk](http://www.mellowvelo.org.uk).

**More Edinburgh rides/events** [www.cycling-edinburgh.org.uk](http://www.cycling-edinburgh.org.uk)

**Go Bike!** Strathclyde Cycle Campaign rides. 1st Sunday + some others. [www.gobike.org](http://www.gobike.org) 07932.460093 [info@gobike.org](mailto:info@gobike.org).

[Jun 19-27 bikeweek.org.uk](http://Jun 19-27 bikeweek.org.uk) and [bikeweekinedinburgh.info](http://bikeweekinedinburgh.info)

[Jun 19 Edinburgh - St Andrews Ride](http://Jun 19 Edinburgh - St Andrews Ride) Ros 01968 682369

[Jun 20 Dunfermline - Edinburgh](http://Jun 20 Dunfermline - Edinburgh) [twocapitals.org](http://twocapitals.org)

[Jun 23 Spokes Bike Breakfast](http://Jun 23 Spokes Bike Breakfast) 8-10am City Chambers  
**All cyclists welcome** - stalls, free breakfast for you, oil for your bike, **free map** for first 20 arrivals. **Speaker** - Transport Convener **Cllr Gordon Mackenzie**. Other councillors - your chance to lobby! [jackie.howlett3ATgooglemail.com](mailto:jackie.howlett3ATgooglemail.com) 664.0526.

[Jun 27 Linlithgow Bike Day](http://Jun 27 Linlithgow Bike Day) [mattyball@blueyonder.co.uk](mailto:mattyball@blueyonder.co.uk)

Every 4<sup>th</sup> weds till 22 Sept **Doctor Bike** 12-3, St Andrews Sq

[Jun 28-July 2 worldcarfree.net/conference](http://Jun 28-July 2 worldcarfree.net/conference) in York

[July Ecotopia Ride York->Germany](http://July Ecotopia Ride York->Germany) [ecotopiabiketour.net](http://ecotopiabiketour.net)

[Sep 12 Pedal for Scotland](http://Sep 12 Pedal for Scotland) huge leisure and sponsored ride, Glasgow->Ed. 7000+ people in 2009. [pedalforscotland.org](http://pedalforscotland.org).

[Sep 16-22 European Mobility Week](http://Sep 16-22 European Mobility Week) [www.mobilityweek.eu](http://www.mobilityweek.eu)

[Nov 5/6 UK Cyclenation Conference](http://Nov 5/6 UK Cyclenation Conference) in Edinburgh. See text.

## SPOKES & RELATED

**CYCLENATION** - For the first time in 10 years, Spokes this autumn hosts the UK gathering of cycle campaign groups, Cyclenation [[www.cyclenation.org.uk](http://www.cyclenation.org.uk)] on Nov 5/6. With maybe 100 delegates we'll need loads of help - and beds for visitors from other groups. To offer help, or join our event planning team, email [rosie.telfordATgmail.com](mailto:rosie.telfordATgmail.com).

**SPOKES WEBSITE** - There are lots of new info pages - find them through the tabs at the top of the screen, or use the links from news stories there. Including...

- 'About Spokes' information flyer [membership tab]
- Active Travel Inquiry documents [downloads - national]
- Edinburgh Cycle Action Plan docs [downloads - local]
- Spokes public meeting report [downloads - odds&ends]
- Latest Spokes traffic count results [downloads - technical]
- Rail station Bike Hubs [downloads - public transport]
- Coloured surfacing research [downloads - technical]
- Inspirational papers/documents [downloads - technical]

### SPOKES MEMBERSHIP RENEWAL

*Please return your 2010 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.*

## TENEMENT BIKE PARKING

Spokes has won CCF funding for our project on this long-neglected topic. We hope by this autumn to have detailed online material on how to live with a bike in a tenement or flat, including in-flat storage, in-stair, backgreen, onroad, folders and other options. To contribute experiences or ideas, contact [katherineATtusks.org.uk](mailto:katherineATtusks.org.uk) 0131 667 5576. We'll update all members once the consultant is appointed.



## SPOKES SUMMER COMP

We'd like your bright idea for a bike path artwork, in Edinburgh or Lothian. The photo is the glorious *Bedrock Bicycle* on Sustrans's Edinburgh-Glasgow path - but you



may have quite different ideas - waymarkings, unusual seats, or your own special idea. Send us a sketch or tell us in print, and you might win one of these brilliant prizes...

**Edin Bike Coop:** Revolution tool kit & minipump [£65 value]

**Sustrans:** Complete set of Sustrans Scotland maps

**Camera Obscura & World of Illusions:** Family day ticket

**Scottish Seabird Centre:** Family day ticket

**Gallery of Modern Art:** Family day ticket for *Another World*

**Jupiter Artland:** Family day ticket for 2011 season

**Lauriston Castle:** Family ticket for tour of castle

**Out of the Blue:** Lunch for two at OOTB arts cafe

**Engine Shed cafe:** Cheese toastie/hot drink for two, 10-11am

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

Download the info sheet at [www.spokes.org.uk/wordpress](http://www.spokes.org.uk/wordpress), or send us a SAE. **Closing date for entries:** Sep 24.

**Judging:** Spokes Resources Group + top architect Ben Tindall

### SPOKES BULLETIN INFORMATION

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### PHOTO CREDITS

p1 Dave du Feu/Brian Gilmore; p4 & p7 chdot at flickr.com;  
p2 unvieuxvelo and lidwit, at flickr.com; p3 Katherine Ivory.



# RAIL NEWS

We have a new Spokes bike/rail representative, Ewan Jeffrey. Contact him with any relevant issues: ewan@navyblue.org.uk.

## UP TO 150 BIKES ON ONE TRAIN!!

- and yours could be one of them! The new company [whestrail.co.uk](http://whestrail.co.uk) is to run stopping trains from Edinburgh/Glasgow to Fort William from July 10 to Aug 29, out on Saturday and back Sunday evening. It's not that cheap for a family, but a real treat to all go together with bikes.

**Stop Press:** Regular services cancelled for 2010, but hope to run in 2011. Occasional service may run.

## SCOTRAIL TO NORTH BERWICK ☹

In 2006 ScotRail won an **ATOC** [Assn. of Train Operating Companies] **award** for its N. Berwick trains with their 8-bike space. The judges said this "showed ScotRail's sheer determination to do the very best for its customers." An entrant in the Spokes 2008 'My Favourite Bike Facility' competition [Spokes 102] praised "a brilliant example of integrated transport, providing flexibility and greener transport - thank you ScotRail." And Scotland's **National Transport Strategy** promises *more emphasis* on cycling with focus on "carriage of bicycles on public transport."

Despite this, new class 380 trains due in April 2011 will cut the present 8 dedicated bike spaces to just 2 (though, as on Glasgow electric services, a bike will also be allowed in each of the 8 vestibules if the train isn't too busy). Two dedicated spaces equals the lowest provision in any ScotRail service, a serious backwards move from ScotRail's recent excellent bike/rail record. More details at [spokes.org.uk](http://spokes.org.uk) - downloads - public transport.

**If you use this service - please ask your MSPs [p8] to raise this with the Transport Minister.**

## SCOTRAIL TO INVERNESS ☺

Meanwhile ScotRail *has* listened to the many complaints about the 2-bike space on Edinburgh/Glasgow-Inverness services. The Class 370 and 158 trains on this critical tourist artery now have from 4 to a wonderful 12 spaces!

## FIRST UK 'CYCLEPOINT'

England's first Bike Hub, at Leeds Station, opens soon - all-day supervised parking, repairs, spares, etc, thanks to government funding [see Spokes 106 and [spokes.org.uk](http://spokes.org.uk) - downloads - public transport].



**Ask your MSPs [p8] why Scotland isn't doing the same.**

# CYCLE FUNDING

The table shows all main sources of cycle investment in Scotland. Our new 09/10 survey confirms how SNP decisions to prune Sustrans badly and to transfer capital funds to councils from Regional Transport Partnerships [except SPT] cut total cycling investment by nearly 25%.

**Our 10/11 £20m estimate is very tentative.** It assumes a rumoured extra government £2m and, maybe wrongly at a time of cuts, that councils don't cut cycling further.

Source	£m	05/06	06/07	07/08	08/09	09/10	10/11est
Council own[*d+f]		0.8	1.0	1.0	3.5	2.8	2.8?
Partnerships [*h]		1.1	3.7	4.9	0.7#	0.6#	0.6?
Cycle CWSS [*e]		3.0	3.3	3.3	3.9	3.6	4.5>
Public Tr Fnd		3.4	0.7	PT fund now ended			
Sustrans [+]		2.0	7.8	7.8	5.0	3.9	5.0
Cycling Scot [+]		0.3	1.6	1.6	1.5	0.9	0.9?
Smarter Choices		0.0	0.0	0.0	0.5*j	1.7*j	0.7<
Trunk roads		2.0	2.0	2.0	2.0	2.0=	2.0?
Other [\$]		0.9	1.1	1.1	2.1	1.5	1.6?
<b>TOTAL</b>	<b>£m</b>	<b>13.5</b>	<b>21.2</b>	<b>21.7</b>	<b>19.2</b>	<b>17.0</b>	<b>20.1&amp;</b>
Total transport		1488	2248	2335	2255	2502	2457
Pence per head		265p	414p	422p	371p	328p	386p
Equiv % cycling		0.9%	0.9%	1.0%	0.9%	0.7%	0.8%

\* Source - figures are from the specified columns in page 5 table

& This includes a rumoured £2m extra SG funding.

+ Total govt grant shown. For Sustrans, not all is spent via councils, and there is some walk-only - so this is higher than in the p5 table.

< Assume 1/3 of SC fund is bike spend [£0.7m of £2.2m].

> SG is asking councils to consider allocating 36%+, ideally 50%+, of their share of the £9.1m CWSS total to cycling in 09/10.

? Assume mainly no change [big guess!] - to be surveyed next year.

= Assumed [No Transport Scotland reply despite 2 requests].

\$ p5 col k, plus SG Climate Challenge, lottery etc.

# Only SPT received capital funds after 07/08 - see RTP para on p4.

See Spokes 104 p4 for more background notes

## SPENDING REVIEW 2011-14

Government spending is outlined by a Spending Review every 3 years. Annual budgets can change this, but the Review sets a clear framework which tends to prevail. **The next Spending Review is later this year and will set the pattern for the 3 years from 2011/12 to 2013/14.**

Our annual survey makes clear that **dedicated funds** are critical to cycling investment. The SNP's transfer of most RTP money to councils, to use for anything, not even transport, cut RTP cycle investment by £4.3m [from £4.9m to £0.6m - see table] while council 'own funding' for cycling only rose by £1.8m. Equally, without dedicated **Sustrans** and **CWSS** money [p4] many councils would invest little in cycling - **as council officers often tell us**. CWSS is particularly threatened in the Spending Review, as the Scottish government opposes dedicated funding.

The **Spokes submission to the Parliament's Active Travel Inquiry** proposed funding mechanisms to ensure basic cycling investment across Scotland, whilst also encouraging small and large-scale innovation. It's at ... [spokes.org.uk/wordpress/downloads/campaign-submissions/national](http://spokes.org.uk/wordpress/downloads/campaign-submissions/national)

## OUR SUGGESTED SPENDING REVIEW

■ A £10m councils walk/cycle fund, replacing CWSS, to ensure a basic level of investment throughout Scotland.

■ Restoration of Sustrans and Cycling Scotland funds to at least their 2006-8 levels (total around £10m).

■ A new £30m fund open to bids by any organisation - councils/ regional transport partnerships for big projects, ScotRail, British Waterways, voluntary groups, employer bodies, etc. It could be a walk/cycle fund only or, better, part of a wider **Transport Carbon Reduction Fund**.

**The £50m total is £10 per person, the minimum needed for substantial bike use growth, based on the English Cycle Demonstration Towns and European experience. It is less than one quarter of the £233m growth in trunk road spending under the SNP government.**

# SPOKES 14th ANNUAL CYCLE FUNDING SURVEY

Spokes surveyed Scottish mainland councils and transport partnerships to assess 2009/10 cycle project spending. Survey details are on these pages whilst p3 puts the council results into the wider context of all main funding sources.

## COUNCIL SURVEY – TOP MESSAGES

- **Councils are putting less and less of their 'discretionary' capital investment into cycling projects.**
- Between 08/09 and 09/10 cycle investment from funds over which councils have some discretion fell from 2.6% of council transport budgets to 2.2%, and total investment per person [including external funds raised by councils] from 260p to 239p.
- **Regional Transport Partnerships** used to invest properly in cycling. But now their capital goes to councils, who put less and less of it into cycling [see below and p3].
- **In a third of councils, significant cycle investment now comes only from Sustrans, CWSS and/or developers.**
- Most councils have **cycling targets** [col s] - some very modest, others bold like Edinburgh's 15% of trips by 2020. Targets are usually in the council's Local Transport Strategy, rarely in its Single Outcome Agreement with the government.
- **Staffing for cycling** is up again [col t]. May this reflect a move to staff-intensive soft measures (maps, workplace travel, events, publicity, etc) as infrastructure investment shrinks? Most councils manage to get small sums, say £1k-£15k, for such schemes - from Sustrans, Cycling Scotland and RTPs.

## CYCLING, WALKING, SAFER STREETS [CWSS]

[col e] Introduced in 2000 by **Sarah Boyack MSP**, the most bike-aware Transport Minister yet, and a Spokes member, CWSS isn't perfect [Spokes 93,96] but along with Sustrans it's a last bastion of cycle investment. Green MSP budget lobbying in 2007 saved CWSS, though the government froze its budget at £9m a year. It is again at risk in the Spending Review [p3]. Our survey suggests ~40% of CWSS goes to cycling, varying from 0% to 100% between councils! The government is now suggesting councils allocate 36%+ of CWSS, ideally 50%+, to cycling investment, which could give a £1m total boost.



Towpath tarmac, Edinburgh to Riccarton/ Hermiston funded by **Edinburgh Council CWSS money and Sustrans**

## SUSTRANS

[col i] Thanks to our campaigning [Spokes 93] Sustrans funds rose greatly in 2006-7 [p3]. Much of this was cut in the 2007 SNP Spending Review, to fund *Smarter Choices*, which the government set up without new money. With *Smarter Choices* now winding down, some of this could return to Sustrans.

## SMARTER CHOICES

[col j] Promoting walk, cycle, bus, car-share. See Spokes 102 p7 and [www.scotland.gov.uk/topics/transport/sustainable-transport](http://www.scotland.gov.uk/topics/transport/sustainable-transport).

## THE BIG ISSUES

We asked council officers to comment on funding methods [all comments at [spokes.org.uk/wordpress-downloads-technical](http://spokes.org.uk/wordpress-downloads-technical)].

**There were two overwhelming concerns, summed up by one officer, "The Scottish Government's draft Cycle Action Plan sets ambitious targets for cycle use but says little about funding. Without substantial, ring-fenced funds it is unlikely these targets will be met. There needs to be sustained, long-term investment in cycle facilities to encourage modal shift."**

### ■ DEDICATED FUNDING IS VITAL

This is also patently clear from our results every year. Schemes such as Sustrans, CWSS, PTF, etc do get money to cycling. But only half of councils put in much or any of their own money, let alone the sums needed for real modal shift.

In a climate of cuts, this will become even more the case. It is just not good enough for government to set cycle use targets then say it is up to councils to find the money to meet them.

### ■ FUNDING MUST BE CONSISTENT

Too often funding is announced year by year, giving little scope for councils to plan and budget properly, especially for medium and large-scale projects, and projects which may need land acquisition, consultation, traffic orders, etc. CWSS, whilst only adequate for small/medium projects, was at least a known quantity over the last 3 years. Sustrans funding, however, is often not announced by the government until into the year in which it is to be used! – hopeless for long-term planning by Sustrans or by the councils and others with whom they work.

## WHAT THEY SAY OF THE SPOKES SURVEY

**"The most comprehensive analysis of funding for Scottish cycling projects from all sources" ...**

SPICe [Scottish Parliament Information Centre], Parliament's independent research office, in *Cycling in Scotland*, [scottish.parliament.uk/business/research/briefings-09/SB09-48.pdf](http://scottish.parliament.uk/business/research/briefings-09/SB09-48.pdf)

**"The Spokes survey and the resulting lobbying work at Government level is valued highly by those involved in sustainable transport here" ... a council cycling officer**

**"I enclose our reply and recognise the important role Spokes continues to play lobbying for active travel to get properly funded" ... regional transport partnership officer**

## REGIONAL TRANSPORT PARTNERSHIPS, RTPs

[cols ff and h in table] Under the former Lab/Lib Scottish regime, RTPs received £35m in 07/08 for transport projects, and they put a sensible proportion, 14% in 07/08, into cycle schemes. But the SNP gave the RTP money to councils, to spend on *anything*, not even transport. Only a few carried on cycle investment - best are **Aberdeen, Ab'shire** [both work through their RTP, **Nestrans**], **Dumfries&Gall, Edinburgh, Stirling, Borders**. Oddly, Strathclyde Partnership [SPT] did get to keep its capital; but it allocates only ~3% to cycling. RTPs also received *travel plan* funds, some of which they allocated to councils for bike promotion, racks, etc. But the government cut that by 66% in 09/10 and has now scrapped it.

## COUNCIL CAPITAL FUNDING

[cols d and ff] Our surveys show many councils allocate little or none of their own funds to cycle projects and their cycle investment only happens through dedicated outside funding like Sustrans, CWSS, PTF, etc. So it's no surprise that in many councils none of the former RTP money goes to cycling.



## TABLE OF LOCAL AUTHORITY RESULTS – MAINLAND COUNCILS

**Notes:** (i) Totals and averages are not always exactly comparable with *previous reports*, because of differing non-respondents and for some other reasons. However the *all-Scotland picture* should be fairly reliable and consistent year to year.

(ii) Treat *individual council data* cautiously - respondents may interpret questions differently, or have data in varying formats.

a. Council [ <b>Bold</b> if over average on both indicators]	b popn [1000]	c. total 09/10 transpt capital budget	Cycle spend [£k] from own transport funds				External cycle investment 08/09 raised by council					Internal + external		Indicators - <b>bold</b> is over av		Target(s) set?	t % FTE staff
			d. cycle bdgt	e. cycle cwss	f. cycle other	g. tot internal	h. par tner-ship	i. Sus-trans	j. smart-choice	k. othr ext-ernal	m. tot ext-ernal	n. cols g+m	p. as col n 08/09	q. col g as % of col c	r. col n s pence/head		
<b>Aberdeen</b>	214	10321	0	68	553#	621	12*	32	0	0	44	665	602	<b>6.0%</b>	<b>311</b>	LS	15
Aberdeenshire	244	16600	113	0	233#	346	15*	6	0	113<	134	480	896	2.1%	197	LS	40!
<b>Angus</b>	110	5700	0	159	0	159	0	3	0	175^	178	337	265	<b>2.8%</b>	<b>306</b>	N	24!
Argyll& Bute >	90	9300	0!	163!	0!	163?	5	781	0	0	786	949?	1053	1.8%?	<b>1054?</b>	?	170!
<b>Clackmannan'</b>	51	1216	32	15	25	72	1	35	0	50<	86	158	403	<b>5.9%</b>	<b>310</b>	LS	30!
<b>D &amp; G</b>	149	9200	0	10	370#	380	0*	11	700	36^	747	1127	710	<b>4.1%</b>	<b>756</b>	?	25
Dundee >	143	5000!	0!	150!	342!	492?	0	6	260\$	50!	316?	808?	679	?	<b>565?</b>	Y	20!
E Ayrshire	120	3750	0+	81	0	81	0	0	0	0	0	81	16	2.2%+	68+	LS	25
E Dunbarton'	105	3300	0	161	0	161	0	14	56\$	0	70	231	457	<b>4.9%</b>	220?	LS	0
E Lothian	97	5000	50	68\$	0	118?	0	38	0	0	38	156?	122	<b>2.4%?</b>	161?	?	50
E Renfrewshire	89	2108	10	38	0	48	0	9	33	84<	126	174	102	<b>2.3%</b>	196	N	20
Edinburgh	478	44700[	155	499	150#	804	13*	167	0	0	180	984	1138	1.8%[	206	L	200
<b>Falkirk</b>	152	5000!	75	194	0	269	2	68	117\$	28<	215?	484?	578	<b>5.4%?</b>	<b>318?</b>	?	140
Fife	363	26000	214	213	0	427	0	178	0	83]	261	688	771	1.6%	190	L	200
Glasgow	588	48200[	0	302	0	302	200	85	500	0	785	1087	1055	0.6%[	185	L	160
<b>Highland</b>	220	11600	75	268	10	353	30	6	0	160]^+	196	549	428	<b>3.0%</b>	<b>250+</b>	N	76
Inverclyde	80	1000	0	55	0	55	0	6	0	0	6	61	75	<b>5.5%</b>	76	N	5
Midlothian	81	?	0	47	0	47	0	7	0	244]<	251	298	712	?	<b>368</b>	?	5
Moray	88	5500	48	65	0	113	10	112	0	32]	154	267	284	2.1%	<b>303</b>	Y	30
N Ayrshire	136	7300	0	0	2	2	59	4	0	1	64	66	70	0%	49	Y	?
N Lanarkshire	326	10000	0	441	6	447	0	65	0	0	65	512	846	<b>4.5%</b>	157	Y	130!
Perth/Kinross	146	7250	0	144	0	144	0	138	0	0	138	282	505	2.0%	193	N	70
Renfrewshire	170	7158!	0	0	0	0	155	26	0	0+	181	181	97	0%	107+	L	40!
<b>Scot' Borders</b>	113	5600	0	50	142#	192	0*	188	0	0	188	380	167	<b>3.4%</b>	<b>336</b>	N	15!
<b>S Ayrshire</b>	111	2500	0	169	0	169	0	97	0	25<	122	291	371	<b>6.8%</b>	<b>262</b>	L	30
S Lanarkshire	311	20098[	0	18	67	85	106	227	0	0	333	418	409	0.4%[	134	L	0
Stirling	89	9000	0	5+	63#	68	23*	59	0	17^	99	167	282	0.8%+	188+	L	150!
<b>W Dunbarton'</b>	91	2055	0+	154	0	154	0	65	0	35<	100	254	194	<b>7.5%+</b>	<b>279+</b>	LS	125
W Lothian	171	1904	0	33	29#	62	3*	51	0	0	54	116	37	<b>3.3%</b>	68	L	25
<b>totals/averages</b>	<b>5126</b>	<b>286360</b>	<b>772</b>	<b>3570</b>	<b>1992</b>	<b>6334</b>	<b>634</b>	<b>2484</b>	<b>1666</b>	<b>1133</b>	<b>5917</b>	<b>12251</b>	<b>13324</b>	<b>2.2%</b>	<b>239</b>	<b>Y=18</b>	<b>1820</b>
08/09 comparison		283799	1266	3879	2219	7364	710	2755	528	1967	5960	13324	n/a	2.6%	260	Y=22	1637

## READING THE TABLE

**Footnotes:** ['&' just means 'and' !]

+ Plus unknown sum(s) - unquantifiable or not yet known.

! Uncertain: used figure from previous survey or other means

? Uncertain: for reasons earlier in the row.

# All/most of this sum earmarked from former RTP allocation

\* Former-RTP capital, if used for cycling, is in col f, even if still spent via RTP, since now under council control (except SPT)

\$ Unknown cycle element - used 40% for CWSS [average last time], 10% for bus corridor and 33% for Smarter Choices

< Substantial part or all is developer funding

^ All/most is non-transport council budgets [eg planning, edu]

> No reply Dundee or Argyll&Bute. Used data from Sustrans, RTP and assumptions from previous year and as shown.

[ Transport capital (col c) includes a very large exceptional sum, otherwise the percentage in col q would be much bigger.

] Other funding, including ERDF or trust funds

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

**Cols q and g:** percentage (q) and total (g) of the council's own 09/10 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] invested in cycling from all sources internal [col g] & external [col m].

**Col d:** Cycle budget from council's own capital.

**Col e:** Amount of CWSS money allocated to cycling.

**Col f:** Cycle investment from all other transport budget headings including former RTP money (if not included in cycle budget, d).

**Col h:** Remaining RTP funding - largely SPT [see p4].

**Col i:** Sustrans - mainly route infrastructure; also some schools hard and soft measures included unless council says not relevant.

**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 (may not be in LTS or SOA)      **N** no target

**Col t: Staffing** Up from 1182 in 06/07 - see p4, bullet point 6. Note this figure is very rough as the question is hard to interpret.

## THANK YOU!!

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# LOCAL ITEMS

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

## SPOKES & THE TRAM

Spokes has met the tram promoters reasonably regularly, as well as lobbying councillors politically. There have been several valuable outcomes - agreement to the UK's first bike carriage on regular services being perhaps the biggest success. Discussions continue on issues where change is still possible, e.g. junction design, crossings, etc. Such meetings are very worthwhile and appreciated.

**However this doesn't mean Spokes is happy with or has 'approved' all aspects of the tram:** far from it! After a recent tramline crash Spokes member Ben Twist, an experienced everyday cyclist, who suffered cuts, bruises and £150+ damage, received an initial response from Edinburgh Trams which seemed to imply Spokes endorsement of the full design ... *"The design has been undertaken in consultation with groups such as Spokes, and an independent European consultant."*

**In fact we have major differences, including...**

- Tram planning was not **properly integrated from the start** - forgetting onroad cycling until later [LTT 16.4.10].
- Spokes for 2 years lobbied hard against the **central island between the tramlines** - which reduces precious roadspace on both sides. But we failed. A main reason for the island was (subjective) appearance: 'streetscape' had particularly high status in the council at that time. **The results of that decision are increasingly obvious**, with crashes when cyclists feel forced by traffic to move sideways across the tramlines (as in this case). Council options for Princes Street's future often refer to lack of width – not adding that the council itself worsened this!!
- The **independent European consultant** was brought over jointly by Spokes and by TIE, but his report (which included Princes St/ Leith Walk segregated cycle routes) was largely rejected by the Council and TIE due to other priorities such as the central island and kerbside parking.
- More recently we were very unhappy with the **cobbles** installed without consultation outside the tramlines, and still planned for several other tram stops [picture, p1].

**After we raised our concerns another reply was sent to our member by Edinburgh Tram, acknowledging the position and our differences more appropriately.**

**TRAMLINE CRASHES** Please report any tramline or tram-related incident, so records are kept to help identify solutions. For how to report, plus our tramlines advice note, the consultant's report, and other tram documents see [spokes.org.uk/wordpress-downloads-public-transport](http://spokes.org.uk/wordpress-downloads-public-transport).

## RECENT LOBBYING

As always, we have commented recently on many issues – and encouraged members to do the same individually. Issues are detailed in emails to members, website news items, our *Spokesworker* semi-internal newsletter, etc. **Examples...** **Open Spaces Strategy** ['Green corridors'], **Tram traffic regulation orders**, **N.Berwick trains, routes** in Edinburgh, Midlothian, W Lothian, etc. **Don't miss your chance to find out/ comment – join Spokes!!**

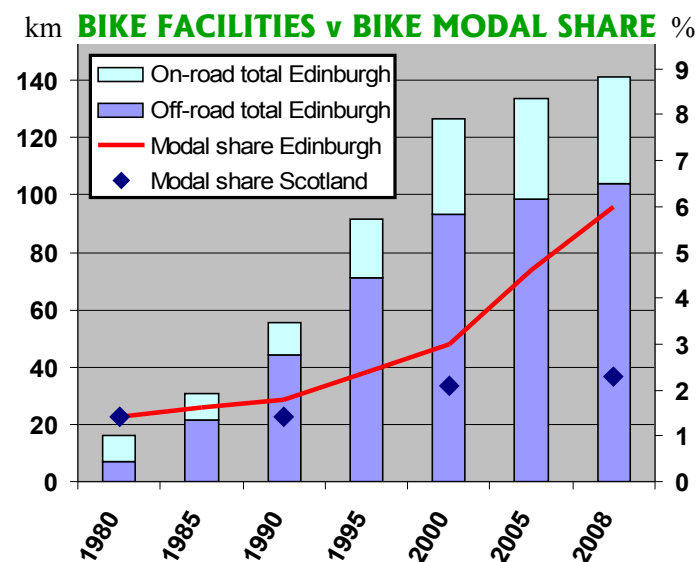
## BIKE STATISTICS

The graph below, based on one used by Cllr Mackenzie at the Spokes spring public meeting, shows a fascinating and exciting picture of cycling trends in Edinburgh.

- The latest Scottish Household Survey estimates cycle use at **6%** of Edinburgh work journeys. Note that this used a sample of 782 people, giving 95% confidence that the true figure is between 4.2% and 7.8%.
- In 1980 the bike % of Edinburgh journeys to work was almost identical to the all-Scotland figure. Since then the Scottish average has risen a little – but Edinburgh has shot ahead, and especially so in the last 10 years.
- Edinburgh's rise in bike use began as the council built the offroad railway path network in the 80s and 90s.
- But growth really accelerated from the late 90s, as the council moved to widespread implementation of coloured onroad bike lanes and advanced stop lines.



**This evidence again supports the value of widespread onroad coloured bike facilities – seen every day by every road user of every type.** Gradually a public feeling grows that cycling is 'expected' and 'normal' – not just for fanatics, the foolhardy, or the super-fit. See Spokes 105 [p7] for more evidence on and discussion of this theory.



**Explanation:** The vertical bars show Edinburgh's total km of bike path/lane (left scale). The right scale measures bikes as a % of all journeys to work in Edinburgh (red line) and Scotland (blue diamonds). **Sources:** Census, SHS, Edinburgh Council.

## MAY SPOKES TRAFFIC COUNT

Our latest traffic count confirms rising bike modal share. Interestingly this was due largely to a big drop in car traffic – car use has fallen in all 4 years of our survey. And over 75% of cars had only one occupant. Bikes rose at 3 of our 4 count points, but fell heading to the Mound: are some cyclists put off by the tramlined Princes Street? **For the full count results, highlights and trends see [spokes.org.uk/wordpress](http://spokes.org.uk/wordpress) [May 11 news item and linked data].**

## PRINCES ST ETC [ctd from p1]

At the meeting Cllr Mackenzie promised **Princes Street public consultation** this year, including an option for a two-way traffic-free cycle route one side of the tram. At our previous public meeting [19.11.09] Transport Director **Marshall Poulton** also promised such a consultation, and said quality cycling conditions for the city centre would be a *“mainstay of the Cycling Action Plan.”*

**Picardy Place** is even more complex, with severe space restrictions as the Council has agreed to a hotel in the gyratory, and intends to maintain existing traffic levels. *If either constraint was lifted the whole area could made far safer and pleasanter for all, with scope to make cycling really welcoming.* The process so far has been a mess, with cycling treated largely as an add-on. The Planning Dept's *Picardy Place Draft Development Principles* totally ignored cycling [Spokesworker 31.3.09] - after many objections the final version helplessly agreed, *“provision of facilities for cyclists is yet to be finalised.”* [edinburgh.gov.uk search for Picardy Place development principles].

Spokes is urging a Picardy Place rethink – especially as our own traffic counts [p7] suggest that peak hour city centre motor traffic could be on a long-term decline.

Cllr Mackenzie told our meeting that the Council is under pressure from many sides, and decisions such as Princes Street and Picardy Place can depend significantly on lobbying of councillors by concerned constituents. *So, if you are concerned, take the hint!!*

**Research on the politics and decisions leading to big cycle growth in cities like Stockholm, Copenhagen, Graz will be published soon at [transformscotland.org.uk](http://transformscotland.org.uk). Lessons include:** bold visionary leadership in initial years; consistent funding; integrated planning including spatial planning and car restraint; and attractive walking/cycling conditions for everyday trips – public scepticism and practice change quickly when conditions improve.

## DRIVING WITHOUT DYING.COM

In a spirit of public service, we give space to this valuable advert – always remember your helmet when driving, and be sure to reach your destination **in safety!!** And for the worried cyclist, see [www.cyclehelmets.org](http://www.cyclehelmets.org).



## BIKE THEFT SECURITY

Lothian & Borders police are doing bike security marking using [bikeregister.com](http://bikeregister.com) and will be at our June 23 Bike Breakfast [p2] - see Spokes website for other times/places. There are payment options for higher security levels.



**As we go to press 136 companies / organisations and 2000 people are signed up to the Better Way to Work Edinburgh Cycle Challenge. Why not join them? - for fun, prizes and the good name of your company!!** For more info see [findabetterwaytowork.org](http://findabetterwaytowork.org) and Spokes 106.

## ESSENTIAL CONTACTS

**Adult cycle training** 668.1996 [ruairidh@thebikestation.org.uk](mailto: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](http://www.edinburgh.gov.uk) - transport - Clarence or 0800.232323. Or use [www.fillthathole.org.uk](http://www.fillthathole.org.uk) and [www.clearthattrail.org.uk](http://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](mailto: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

## 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](mailto:firstname.secondname.msp@scottish.parliament.uk).  
For example, [Sarah.Boyack.MSP@scottish.parliament.uk](mailto: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](http://www.edinburgh.gov.uk) 0131.529.3186  
[www.midlothian.gov.uk](http://www.midlothian.gov.uk) 0131.270.7500  
[www.westlothian.gov.uk](http://www.westlothian.gov.uk) 01506.775000  
[www.eastlothian.gov.uk](http://www.eastlothian.gov.uk) 01620.827827

**Email councillors as:** [firstname.surname@councilname.gov.uk](mailto:firstname.surname@councilname.gov.uk)  
e.g. [Phil.Wheeler@edinburgh.gov.uk](mailto:Phil.Wheeler@edinburgh.gov.uk). Except that E.Loathian email is initials.surname e.g. [jross@eastlothian.gov.uk](mailto: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](http://www.writetothem.com), [www.theyworkforyou.com](http://www.theyworkforyou.com)  
[www.mysociety.org](http://www.mysociety.org), [politics.guardian.co.uk/askaristotle](http://politics.guardian.co.uk/askaristotle)

**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](http://www.spokes.org.uk) or send a stamped addressed envelope to: Spokes, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.**