

EDINBURGH EXCELS

Edinburgh Council has made a remarkable decision on cycling investment in its 2012/13 budget, setting a new standard for other councils. Cycling will get 5% of council transport capital and revenue budgets (for infrastructure and promotion respectively). The 5% will also rise 1% a year in this budget period 2012/16.

A Spokes web article about the decision [Feb 10] led to UK press and professional interest [e.g. Times Feb 11 & LTT].

A *crucial aspect, which cannot be stressed enough*, is that this 5% is *additional* to all 'external' money such as the government's Cycling Walking Safer Streets (CWSS) funding to councils. Half of Scottish Councils invest zero of their own money, relying entirely on external funding, and Edinburgh's decision is a real wake-up call.

The 5% means over £1m, double 2010/11's money. On top of this and its CWSS funds, the city is now in an enviable position to win high Sustrans investment, since bids to Sustrans require council match funding.

Reports each September will analyse progress on the council's *Active Travel Action Plan, ATAP* [Spokes 108] and its *Charter of Brussels* commitments [Spokes 105].

Edinburgh's sustained cycling investment over the years has already paid off, with over 5% of trips to work now by bike, nicely in line with the 5% budget allocation [Scottish H'hold Survey 2009 suggests bike share is 7%+/-2%]. **Spokes would like to see all councils allocate cycle funds at least equivalent to their bike modal share.**

In a 'virtuous circle' more bike use is also encouraging, and being encouraged by, a whole range of voluntary and commercial activity – the Bike Station, Spokes maps, online forums, employers, bike shops, etc [see also 'Jobs'].

Finally: May's election could mean new *policies* and a new *Transport Convener*. A new council is fully in its rights to scrap everything above! Please do your bit to ensure the new council is no less bike-friendly [p3].

ACTIVE TRAVEL ACTION PLAN

The first big fruits of ATAP appear soon [more on p4] ...

- ◆ **Quality Bike Corridor**, Kings Buildings to Bristo area to the Mound, for Princes Street; work starts in March.
- ◆ **Area-wide South Edinburgh 20mph zone**, work started.
- ◆ **Portobello-Leith Family Network route**, Seafield Road section nearly complete, offroad work begins March.
- ◆ **Princes St Mound crossing**, Summer? [month unknown]

Also, several quick items from council budget savings...

- ◆ Various worn ASLs [advanced stop lines] to be resurfaced.
- ◆ 100 new public **bike parking places** around the city.
- ◆ 1000 'fresnel lenses,' giving drivers of council & some other heavy vehicles a better view along the sides.

INSIDE THIS SPOKES BULLETIN

- ◆ **Transform Scotland pullout** [centre]
- ◆ **Spokes Public Meeting** – March 29 [p2]
- ◆ **Council elections** – May 3 [p3]
- ◆ **Scottish Budget** – detailed commentary [p6-7]
- ◆ **Spokes maps** – new editions coming [p5]
- ◆ **Kids / young people** - cycling independently [p2]

And lots more...

A MUCH SMALLER CUT

A heroic campaign by *Spokes, national environmental groups* and, most valuable of all, *individuals like you*, has persuaded the Scottish Government to reverse a big chunk of the huge 33% cuts planned for active travel in its original draft budget – see pages 6/7.



Spokes members leaflet conference delegates soon after the draft budget is published, at the start of our campaign

EDINBURGH BIKE BOOM!

Edinburgh's **sustained investment** is paying off, with the Spokes winter traffic count recording our **highest ever number of bikes**, higher even than summer, and our lowest ever number of cars. Bikes formed an amazing 20% of all vehicles at our two citybound count points! [Lothian Rd + Forrest Rd averaged]. **For full results and comments** see Nov 15 news at www.spokes.org.uk.

JOBS IN CYCLING

Edinburgh Bicycle plans to add *100 jobs* to its existing 160, in a 5-year expansion plan, highlighting the growing value of cycling to the Scottish economy [local.stv.tv/edinburgh/news/292839-100-new-jobs-at-city-bicycle-manufacturers] The **Bike Station** [www.thebikestation.org.uk], now expanded to Perth and Glasgow, has created a new *type* of job – with 30,000 *redundant bikes* processed, 13,000 *back on the road*, the rest stripped down and recycled. **Spokes** meanwhile has sold an amazing 130,000 *Spokes maps* - benefiting bike & book shops, cafes, and more [ctd on p8]

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 stuart@snowcycle.co.uk 445.7073.

Easy: 'Twenty Milers' Mainly paths/quiet roads, 10-3, 2nd Sat of month. Mike Lewis 343.2520 mike@cyclings-edinburgh.org.uk.

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 - includes 'very easy' rides, usually last Sun of month

Go Bike! Glasgow area, 1st Sunday + others www.gobike.org

Thurs 29 March: Spokes Spring Public Meeting Edinburgh City Election Hustings

- ◆ Con : Cllr Cameron Rose : Southside/Newington
- ◆ Green : Cllr Steve Burgess : Southside/Newington
- ◆ Lab : Cllr Lesley Hinds: Inverleith
- ◆ LibD : Cllr Gordon Mackenzie : Southside/Newington
- ◆ SNP : reply still awaited

Venue: Augustine United Church, George IV Bridge

Time: 7.30; open 6.45 for coffee, stall, exhibition and chat

More info: symondsmarkAThotmail.com 661 9763

Apr 1 Whisky Fools Day Ride Edinb to N.Berwick carrying musical instruments, with musical stops in towns en route. Details later on facebook: *The-Whisky-River-Boat-Band*

Apr 21 Cycle Safety & Health conference Birmingham. Discuss the health v. safety relationship cyclenation.org.uk

May 1 Borders Railway talk by Network Rail - ask about bike carriage and routes to stations! Friends Meeting House, Victoria Terr; 7.15 for 7.30. www.capitalrail.org.uk

May 3 Scottish Council Elections - p3 - remember to vote!!

May 6-11 BigGreenRide foe-scotland.org.uk/big-green-bike-ride

Late May/early June Spokes mailout and Bulletin 113

Jun 16 St Andrews Ride Ros_Kerry@lepra.org.uk

Jun 17 Sestran 2 Capitals ride www.twocapitals.org

Jun 20 Spokes Bike Br'fast mknotenbelt1@gmail.com

Sep 9 Pedal for Scotland www.pedalforScotland.org

More dates and info: see www.spokes.org.uk : events

Www.summerofcycling.net: events UK-wide & summer-long

☺ 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.

WWW.SPOKES.ORG.UK

Our website has much useful info: try the tabs at the top, the 'cloud' on the right or links from relevant news stories.

Major website updates/ news are tweeted; and tweets also go to our facebook page. But if you follow us on T/F **please join Spokes too:** we need your donation & support! [Click to our twitter / facebook sites from www.spokes.org.uk]

FAVOURITE PLACES

Our great **summer competition** continues in 2012 with **"My Favourite Place by Bike."** Tell us your favourite place – to go to, or be at, or pass through, by bike - what, where and why! It could be a view, a downhill swoop, picnic spot, lovely smell, cafe, etc, etc. *Note:* we want *favourite bike places*, not whole rides [we did that in 2005!]

For how to enter, and the usual great prize list, see our Summer Bulletin, out in June. *Don't submit entries yet.*

See our wonderful previous comps such as *Cycling Jokes*, *Favourite Rides*, *Path Art* and *Cycling Solutions* at www.spokes.org.uk – downloads – odds&ends – competitions.

YOUNGSTER PROJECT

The 2011 Spokes *Weans on Wheels* project aimed to support parents in cycling for everyday journeys with children too young to cycle independently. Working with the Bike Station, this included training and try-outs at schools and elsewhere.



For 2012 Spokes is developing a project for older children who might cycle independently for local journeys such as to school. We aim to produce two factsheets focusing on the practical aspects: one aimed at parents, one for young people. Involving young people is vital to ensure that content and format both appeal! We're already working with school groups, Sustrans and the Council on how best to do this. Hopefully both factsheets will be ready by spring or summer.

Please send us: suggestions, offers to get involved, ideas, images, titles, graphic design offers, ways of using the materials when ready, etc. Email familycycling@spokes.org.uk.

Weans on Wheels 2011 project: Our factsheet, 'How to be a Cycling Family', and other materials, are available at www.spokes.org.uk in documents : advice : commuting with kids. [Funded by a Cycling Scotland Cycle Friendly Communities grant].

CLEVER TO CYCLE, DIM TO DRIVE ??

Way back in 1998 the Scotsman reported, "Pupils given lifts in cars may do less well in class," based on a Fit for Life project promoting bike commuting on new school routes, and monitored by a Glasgow University team [Spokes 70].

The evidence is now growing more and more robust - active children do better academically - and walking or cycling to school are ideal ways to be active. Kids who cycle to school are also more likely to cycle to other activities and to have healthier cardio-vascular profiles.

[References in Jan 18 articles at sustrans.org.uk : resources : news]

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2012 even if there are no changes. Do it now! Members not getting a renewal form are up to date for 2012.

SPOKES BULLETIN INFORMATION

Editor Dave du Feu **Printer** Barr Printers **Print run** 12,000
Bulletin text may be used freely if you credit us and give our website. **Created with** Openoffice.org. **Next Issue** June.

COUNCIL ELECTIONS

All Scottish Councils go to the polls on Thursday 3 May, with potentially major implications for local transport and cycling policies. **Manifestos do matter** [p6] and the **parties** and the **individuals** we elect also matter.

Your local council website should have election details. In Edinburgh search for *election 2012* at www.edinburgh.gov.uk.

WHAT YOU CAN DO

- ◆ Check party manifestos
- ◆ Contact your candidates
- ◆ Consider bike-friendliness
- ◆ Come to our hustings [p2]



WHAT SPOKES IS DOING

- ◆ A public **election hustings** on 29 March [p2]
- ◆ Spokes members will get an **election email circular** with relevant info including election candidates known to be Spokes members – tell us if you are one!
- ◆ We hope to put party **manifesto promises** on our website when published, probably April. We have already issued a **Spokes manifesto** to Edinburgh political parties, in the hope of influencing their promises. See Jan 21 news at www.spokes.org.uk for our full manifesto. *It includes...*
 - Continued implementation of the Active Travel Plan
 - Adequate staffing and investment for the above
 - Princes St free of motor traffic one or both sides [p4]

A MODEL CYCLE FRIENDLY CITY?

Have the LibDems met their above 2007 Edinburgh promise? [Spokes 98]. To do this in 4 years was certainly optimistic and, sadly, the first 2 years were largely wasted.

But since Cllr Mackenzie became Transport Convener in 2009 there has been a major effort on policy, investment and staffing. Edinburgh now has an exciting and well thought out **Active Travel Action Plan** [www.spokes.org.uk, news 24.9.10] and soon sees its first onroad **Quality Bike Corridor**, first **area-wide 20mph zone** and much needed **Leith-Portobello Family Network route**. Meanwhile various smaller schemes progress, linking paths, installing bike parking, etc. For example Orders are underway to link **Firrhill High School** to its cluster primaries, part of a joint Sustrans/Council **Ibike** project which has already seen significant bike use growth.



Cllr Mackenzie opens a covered bike park at Firrhill school DdF

In summary: the LD manifesto promise is certainly work in progress - but that work is underway. The progress is due to pressure generated by the promise, plus appointment of a pro-active transport convener [see also 'Manifestos' on p6].

Stop press: see also p1 re. Edinburgh budget, just announced.

SAFETY CAMPAIGN

Cycling is a priority area of Edinburgh's Road Safety Plan and Spokes is cooperating in a Council/police campaign. We have emphasised that 'blame the victim' is not the answer, and over-emphasis on danger will result in public health losses if people are deterred from using a bike. 'Safety aids' do sometimes help, but the real solution lies in road conditions, not trying to coat everyone in armour.

The tragic deaths of two experienced local cyclists show the need to deal with danger at source, tackling motorist awareness and road conditions, such as speed limits. Money donated at **Audrey Fyfe's** funeral will go to raising motorist awareness; whilst **Andrew McNicoll's** parents are setting up a charity: see www.andrewcyclist.com.

Council onroad initiatives include south Edinburgh's experimental area-wide 20mph zone. We are also pleased that the council is to use crash data to identify **clusters of bike crashes**, rather than solely *all-traffic* crash clusters. This follows the **West Saville Terrace** case - this had not shown up as dangerous in terms of all-traffic crashes, but was found to be a cyclist blackspot when **Cllr Cameron Rose** investigated on behalf of several crash victims. As a result, ASLs and traffic lights were installed 2 years ago - and the figures so far suggest the junction is much safer.

On education the council/police campaign will target both motorists and cyclists, with messages aimed at each. Whilst injuries (to both cyclists and walkers) normally are due to the motor vehicle, councillors get many complaints on issues such as pavement cycling, and so the campaign covers considerate and legal road use by all.

April will cover motorist use of ASLs, and cyclists at red lights, with back-of-bus advertising and a roadshow. **June** will highlight HGV and bus blind spots (to cyclists and drivers) with roadshows where drivers and cyclists can swap places. Also, Fresnel lenses will be installed on 1000 council and other HGVs/buses to reduce blind spots.

The campaign website www.streetsaheadedinburgh.org.uk includes much useful content, but the helmet dominance of its cyclist pictures is a poor invitation to get around by bike! For helmet perspectives, see www.cyclehelmets.org.

SERIOUS ROAD DANGER

A Freedom of Information request to the DVLA vehicle licensing authority, and other sources, provided shocking examples of road danger [road.cc/search/node/killing].

Drivers legally on the road today include: over 5000 who have been banned 3+ times for drunk driving; and over 600 jailed after killing while driving. One had been convicted of 6 serious driving offences, and jailed twice, before killing a cyclist – only then was he banned for life.

Such issues, however, can only be tackled at national level. If concerned, ask your MP for action [not MSP] - find him/her at www.writetothem.com. Incidentally MPs **Mark Lazarowicz**, **Sheila Gilmore** and **Ian Murray** are all Spokes members, so may be especially sympathetic – but only your own MP will take up your issues. Also useful is the road victims' campaign www.roadpeace.org.

THE TIMES CYCLING CAMPAIGN

The Times is running a huge bike campaign, following a reporter's death whilst cycling to work. The high profile is excellent, though there are some concerns on content. See thetimes.co.uk/tto/public/cyclesafety & www.rdrf.org.uk [Feb 6]

LOCAL NEWS

If anything on this page concerns or encourages you, contact your councillors!! See p8 or www.writetothem.com.

QUALITY BIKE CORRIDOR

Work starts on Edinburgh's first QBIC in March; we are delighted and expect it to raise everyday bike use. Our main criticisms are that the whole route should be 20mph and be coloured throughout. The route comes under the ATAP's *Cycle-Friendly City* aspect rather than its *Family Network* as options for segregation are limited at present. More at: www.spokes.org.uk : documents : local : edinburgh : QBC

COLOURED SURFACING

Spokes has long argued that Edinburgh's coloured onroad bike lanes have been a big factor in growing bike use - [Spokes 105 p7] though a segregated network might well attract even more. We are unhappy that colour has now been dropped in places, due in part to maintenance costs.

The council is changing from *red coating* to *embedded red chips*, as trialled in Glasgow Rd. Chipping lasts well, but is less visible, and is more costly to install unless the road is being resurfaced. Spokes welcomes your views.

LEITH WALK

With the tram now ending at York Place for the foreseeable future, the Walk will be returned "*to its original state*." Initially we were told the uphill bike lane would be black, but we were assured by Transport Policy Manager **Ewan Kennedy** [Cycle Forum 6.12.11] that it will be coloured, using the chipping method, where the Walk is resurfaced.

MOUND JUNCTION

Oblique tramline crossings are difficult on a bike but are inevitable here, given the bike-unfriendly tramline layout. However, we are delighted that the council is at least adopting a solution like our suggestion [Spokes 109], with motor traffic cut to one lane, giving space for bike lanes [later this year, not in the initial opening]. Unfortunately there'll be more tramline crossings soon - do report any crashes - see www.spokes.org.uk : documents : public transport.

MARKET STREET

An uphill Market St cycle lane was planned this year and would be hugely valuable on this steep hill. But now it is on hold, as some voices in the council want car parking instead. We say that cycling uphill past parked cars, while being overtaken, is too big a danger/deterrence - and anyway there are other car spaces. **Tell your councillors what you think!**

PRINCES STREET PARADISE!!

Throughout December Princes Street was free of traffic and tram works!! It was a brilliant opportunity to do some shopping by bike or on foot and experience (with your kids if you have some) a glimpse of how Princes St could be...



This could be an everyday scene!!

"Most shops did better than last year; pedestrianised Princes Street really worked," said a shop manager; and for a while it seemed the 'experiment' would stay [EN 10.1.12]. Dave Anderson, City Development Director, said we might see "*cycle lanes next to an expanded pavement*" [Herald 31.12.11], with buses and taxis 1-way in Princes St and George St. But now such ideas are on hold, after a council reorganisation. **Much depends on who controls the council post-election: ask your councillors/ candidates for a return to paradise!**



Spot the bicycle ...



Kiddy-friendly zone



New Primark (no Bike Park!)



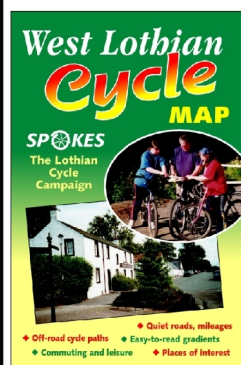
Twilight in Princes Street

photos: DdF

SPOKES CYCLE MAPS

An astonishing 130,000 Spokes maps have been sold; a huge testament to their excellence! First published 25 years ago in 1987, the Edinburgh map is now in its 9th edition and has sold 100,000 copies; our more recent Lothians and Glasgow maps over 30,000. As well as bike routes, the maps include details such as: inclines, roads to avoid; cobbles on city maps; distances and heights on Lothians maps, and so on.

With more and more people using bikes, stocks of the three Lothians maps are low and we plan new editions this year. If you have corrections or comments, please contact map designer Tim Smith timATvizualz.co.uk 0131 554 7264.



SPOKES Cycle Maps of Edinburgh, Glasgow Mid, East, West Lothian

Midlothian & Ed £6 each, incl post; others £5. **Offers:** £1 off maps after the first; Ask for My Favourite Ride or My Favourite Cycling Recipe free.

Spokes maps may not be copied without permission. If you see this done please email tim@vizualz.co.uk



The *Spokes Original Buff* features part of our Edinburgh cycle map. Here it's modelled by Spokes member Andy Hunter of Storybikes [below]. For more buff pictures see the Dec 7 news item at spokes.org.uk.

To order a buff send a £12 cheque (post included) payable to Spokes *or* collect for £10 from email Martyn.EdelstenATed.ac.uk or tel 228 5830 [Merchiston area].



Journey by bicycle through lore and landscape.

Join a wheel spinning, yarn spinning week-long tour – Edinburgh, Borders, Galloway or Hadrian's Wall. Regular Edinburgh half-day tours.

For details contact Storybikes: 07762 000 039 / andy@storybikes.co.uk www.storybikes.co.uk



E: laid-back@blueyonder.co.uk M: 07981 430159. Circe, Helios Tandems, Paper Bicycle, ICE, Challenge, Nazca, Bacchetta, Raptobike and more. Demos and round city tours by appointment.



For a day away, or a longer break, take your cycle on ScotRail trains. Cycles are carried free on all services, and we provide cycle storage facilities at most of our stations. Find out more at www.scotrail.co.uk or contact us on 0845 601 5929.

ScotRail is operated by



Visit Edinburgh Bicycle Co-op and take advantage of substantial savings on selected bikes from Specialized, arguably the best bicycle company in the world.

Examples include £50 off Specialized Hardrock & Myka Sport Disc hardtails; £100 off Ariel Comp and Crosstrail Pro rugged hybrids and £100 off Secteur Sport and Allez Elite road bikes. Whatever type of biking you're into, you'll have to agree that these prices are just the ticket.

Visit www.edinburghbicycle.com for more details.

Red Ticket prices available from now until 29 April 2012 while stocks last. Terms and conditions apply.

EDINBURGH BICYCLE COOPERATIVE

SCOTTISH BUDGET

For more on how our budget campaign developed and eventually achieved a moderate success, see news items at spokes.org.uk.

The Government's draft 2012/13 budget was calamitous [Spokes 111]. The budget is very obscure on active travel, but it later emerged that most of the *Sustainable & Active Travel* budget line, the biggest source of cycle cash, was to go to park-and-ride and bus projects. Active travel was to be cut from 1% of total transport to 0.7%. **But at the very last minute the government lifted it back to 0.9%.**

Lest we get too excited, this is still well below 11/12 investment, itself a big cut on 10/11, also down from the last Lab/Lib administration, and way too low to attain the government 2020 cycle use target. **However, to turn a government budget around is a huge achievement - especially when they have a Parliamentary majority!**

THANK YOU TO ONE AND ALL!!

- ♦ Literally **hundreds of individuals** (you?) who wrote to MSPs. *Otherwise, nothing below would have happened.*
- ♦ **MSPs of all parties** who pressurised ministers as a result. We particularly thank Edinburgh SNP MSPs **Jim Eadie** and **Marco Biagi** for big efforts – despite their party planning the cuts. JE had received more than 100 personal emails/letters, whilst loyal local SNP members asked MB what on earth the government was thinking.
- ♦ **Labour, LibDem and Green** parties at Holyrood who combined to lobby and write jointly to the government.
- ♦ **Stop Climate Chaos Scotland, Transform Scotland, WWF** and other groups who took up the cause, notably organising a huge St Andrews House demonstration.

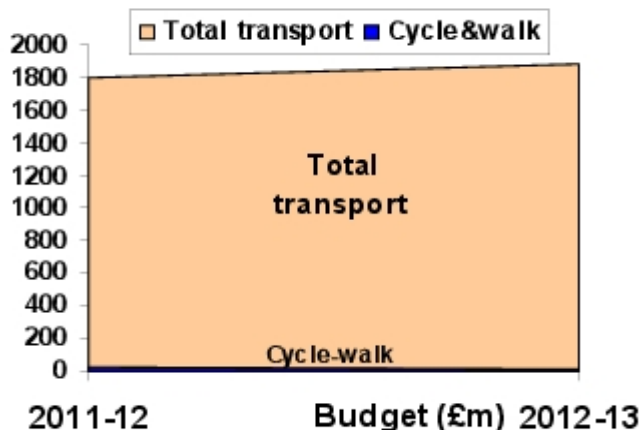


Transport Minister Keith Brown at the budget demonstration

- ♦ **Sustrans and Cycling Scotland** who, despite depending on government funds, plucked up courage to highlight the effects of the impending cuts. The **Sustrans budget submission** also helped a lot, showing the widespread local jobs value of Sustrans investment [p8, jobs].
- ♦ Last, but not least, **the government**, for listening – notably Transport Minister **Keith Brown** who took this seriously and then lobbied senior Ministers effectively.

SPOKES MEETS TRANSPORT MINISTER

Thanks to Jim Eadie MSP, Spokes was invited to meet Keith Brown - a very constructive occasion. The Minister asked for a further meeting to agree the cycle funding facts, and how they relate to the SNP manifesto and the government's 2020 cycle-use target. *For a full report and our briefing document see spokes.org.uk [Feb 3 news].*



MANIFESTOS

The Holyrood manifesto on which the SNP was elected in 2011 promised **“to increase the proportion of transport spending on low-carbon, active and sustainable travel.”**

There is endless scope to debate the exact meaning: one SNP MSP argued that the promise is fulfilled if the total of all 3 elements rises, even if active travel is cut; another, responding to a letter about active travel cuts, pointed out the investment in the Borders Railway!

Spokes believes a typical voter would see the pledge as broken (or, worse, worded cynically) if active travel investment is cut - as is still happening. We also take that view.

SNP MSP **Jim Eadie** rightly said at our meeting with the Minister that we should deal with **the active travel element of the manifesto promise.**



Some MSPs also argue the pledge only applies to total spending over four years. We might sympathise if total transport had to be cut, but it is rising substantially! And even on a 4-year total the promise remains likely to fail.

DO MANIFESTOS MATTER ?

Some argue that anyone believing a manifesto is gullible, but we disagree. Certainly, promises may be sidelined if the public forgets them, but **if voters keep raising them they become a potent tool to embarrass a government** – and that was a critical factor in our budget campaign!

Over the years, manifestos have sometimes had great results. The best ever example was at the **1986 Lothian Region elections** when Labour promised a 4-person cycle team and to scrap a planned Conservative 'relief road' into the city centre [Spokes 28]. After winning the election, both promises came into doubt due to spending cuts and big cancellation fees, but intense pressure from Spokes and many others resulted in them being kept [Spokes 33]. It was thanks to the new cycle team that much of today's North Edinburgh Network was built, and Edinburgh's extensive onroad facilities programme begun.

More recently, the **2007 LibDem promise** of a 'Model Cycle Friendly City' was constantly re-iterated by Spokes and individuals when we saw post-election inaction and drift [Spokes 98]. This led to concern by LD councillors – very like we have now seen from SNP backbenchers! - and, when **Cllr Mackenzie** became Transport Convener, an impressive and pro-active change of tune [p1&3].

FUNDING STILL DOWN

The Bulletin usually has a summary table covering *cycling investment* from *all main sources*. However, in this issue we print instead a table of *active-travel investment* (walk+cycle) from the *Scottish government budget alone* since that gives a better comparison with the SNP manifesto promise.

Thus, unlike our usual table, this table *includes* both walk and cycle, but it *excludes* most investment not directly allocated for active travel by the Scottish government – for example, from councils/partnerships, Europe, the Lottery etc.

As explained in the footnotes, some of our estimates are generous, so the position could be rather worse than shown.

Were we to print our usual all-sources cycling-only table, the picture for 12/13 would also predict falling investment.

Whilst we greatly welcome the reversal of the worst of the planned cuts, cycling and active travel investment still decline in 12/13 - despite the SNP having found the money to increase total transport spending substantially.

Finally, call us cynical, but we can't help noticing the same pattern as in the last parliament [table in Spokes 111] – gradual cuts followed by a big jump back up in the pre-election year!

GOVERNMENT ACTIVE TRAVEL INVESTMENT

(£million)	10/11	11/12	12/13	13/14	14/15
CWSS total (!)	9.0	7.5	6.1	~5.6	~8.2
Active travel from SAT(!)	~11.5	~9.0	~7.5*	~8.5*	~7.5*
Active travel from FTF	0.0	0.0	1.5	1.25	4.5
Trunk road cycle schemes	~2.0	~2.0	~2.0	~2.0	~2.0
Total active travel	22.5	18.5	17.1	17.4	22.2
Total transport spending	1855	1804	1915	1993	2033
Active travel %	1.21%	1.03%	0.89%	0.87%	1.09%

CWSS *Cycling, Walking, Safer Streets* funding to councils

SAT *Sustainable & Active Travel* budget line. Our figure estimates how much SAT will go to active travel as SAT also funds low carbon vehicles etc, plus, from 12/13, some bus and park-and-ride schemes.

FTF New *Future Transport Fund* similar aims to SAT. Confusing!

~ Estimated figure, exact sum unknown.

* Includes final budget additions (£4m/£5m/£4m respectively)

! This overestimates active travel: CWSS is also used for 'safer streets' traffic management, whilst our SAT figure includes Smarter Choices Projects which cover bus, eco-drive, etc, not just walk/cycle. However the table also excludes small items like Climate Challenge.

HOW MUCH SHOULD BE INVESTED EACH YEAR?

The Scottish Government has budgeted £1,915m for transport in 2012/13, of which only some £17m, 0.9% of the total, is for active travel, walking *and* cycling. What should the figure be? Here are the answers from a range of perspectives. What do you think? If you're unhappy with the government's decision, ask your MSP to justify it!

What?	Who says?	Rationale / Comments
To invest at the best European levels and have a real hope of boosting bike use rapidly...		
£190m	Assn of Directors of Public Health [+ 110 organisations]	The ADPH report <i>Action on Active Travel</i> recommends that 10% of all transport budgets should go to active travel - for multiple reasons, notably public health preventive spend . The report is endorsed by 110+ other specialist and professional bodies, from the <i>Institute of Highway Engineers</i> to the <i>British Heart Foundation</i> . adph.org.uk/ourwork/policy/activ .
£120m	Scottish Government and Parliament	<i>Low Carbon Scotland</i> , the Scottish government's RPP document [Spokes 110], approved by Parliament to meet Scotland's statutory climate targets , proposes £1.32bn over 11 years [average £120m p.a.] for active travel. It proposes " infrastructure of a level and quality found in Sweden and Germany ." But funding <i>decisions</i> come in the budget, not the RPP!
To invest at a level which gives at least some hope of approaching the 2020 government bike use target...		
£60m+ [for cycling only]	Cycling Action Plan for Scotland [Spokes estimate]	The biggest weakness of the government CAPS plan is absence of a researched and costed path to meet its ambitious target, 10% of trips by bike in 2020 - a target also embedded in the RPP (above) and the Scottish obesity strategy . Spokes estimated in 2010 that £50m p.a. was necessary to give <i>any</i> hope of meeting this government target [see appendix 1 of spokes budget submission at spokes.org.uk : documents : submissions : national]. And it is already 2012!
£48m [cycling only]	Calculation based on SHS bike usage data	The Scottish Household Survey says 2.5% of Scottish work trips in 2009 were by bike. One could thus argue, for equity, that cycle investment should be ~2.5% of transport spend, i.e. £47m. We don't have a recent % for all-trips but even, say, 1.5%, still represents £29m.
The Scottish reality: recent investment levels and promises...		
£23m+	SNP manifesto [2011 Holyrood elections]	The manifesto refers to increasing the active travel proportion of transport spending [p6]. We calculate active travel at roughly 1.2% of the 2010/11 transport spend [table above]. For 2012/13, total budgeted transport is £1915, of which 1.2% would be £23m.
£22.5m	Scottish Govt. [actual 2010/11]	Until 2010 cycle investment fell each year under the SNP, but then the government gave a one-off boost when publishing CAPS, almost returning active travel to its peak under the previous Lab/Lib Scottish administration [Spokes 108] and making 2010/11 the top SNP year.
£17m	Scottish Govt. [budget 2012/13]	The final budget and later information suggest just £17.1m for cycling and walking in 12/13 [table above]. At least this is up from the disastrous £13.1m figure which we calculated for the draft budget! <i>It is vital to press for extra funding as the year progresses.</i>

If Edinburgh can invest 5% of its transport budget in cycling, why is the government, with a similar cycle-use target, stuck at around 1%? If you are unhappy with government investment, tell your MSPs why ... www.writetothem.com.

ctd from p1

JOBS IN CYCLING

Especially striking is the huge list of **local contractors** used to build and maintain the **Sustrans** national network across Scotland. At our meeting with Transport Minister **Keith Brown** [p6] we pointed out 6 firms in his area who had benefited from government investment via Sustrans – the same could be done for MSPs in most of Scotland! [spokes.org.uk : documents : submissions : national : budget : Sustrans]

What a contrast to roads, which bring less jobs per £1 spent [www.peri.umass.edu : publications : author Garrett-Peltier]. As for local investment, an extreme example is the new Forth Road Bridge where the great bulk of the £800m main contract is going to overseas contractors [H 10.2.12].

For more on job potential see *Green & Healthy Jobs in Transport* at www.thepep.org – publications.

Finally health benefits to employers, the economy and individuals are the biggest single financial justification for Copenhagen's cycling investment [*Bicycle Account 2010* at www.spokes.org.uk : documents : technical : inspirational].

CAN YOU BELIEVE IT?

Copenhagen City calculated the **costs/benefits** of building Bryggebroen cycle/pedestrian bridge, and found a good 12.6% rate of return. It would have been even higher, but they had to deduct lost health benefits for all the existing cyclists who saved 3km and 12mins of exercise thanks to the bridge! [*Copenhagen Bicycle Account 2010*: reference above]

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.

SNP

Ed Central, Marco Biagi
Ed Southern, Jim Eadie
Ed Western, Colin Keir
Linlithgow, Fiona Hyslop

LABOUR

Ed North/Leith, Malcolm Chisholm
List, Sarah Boyack
List, Kezia Dugdale
List, Neil Findlay

Ed Pentlands, Gordon MacDonald

CONSERVATIVE

Almond Valley, Angela Constance
Midloth N & Muss, Colin Beattie

List, David McLetchie
List, Gavin Brown

GREEN List, Alison Johnstone

INDEPENDENT List, Margo MacDonald

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

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 Barry Turner, LibDem
W. Lothian	SNP/Ind	Cllr Martyn Day, SNP
Midlothian	Labour	Cllr Russell Imrie, Lab

More info including Westminster MPs & European MEPs:

www.writetothem.com theyworkforyou.com mysociety.org

A90 TOURIST 'WELCOME'

The government saved many £100m's by slimming down the new Forth Road Bridge, including scrapping its cycle path. Meanwhile, for want of less than one of those £m's, **Scotland's flagship tourist cyclistroute, Edinburgh to the Forth Bridge, Fife and the north, remains in parts a real disaster** – despite the promise by Finance Secretary **John Swinney MSP** back in 2007 to invest in 'cycle links' to the existing bridge [see full gory story in Spokes 110, p7].



A Spokes member copied us an email to his MSP about "a tourist injured when her bike hit a tarmac ridge caused by tree roots." A regular commuter "tries to memorise the bad bits, to avoid them at night when blinded by cars!"

With yet another tourist season near, this shocking story continues. Mr Swinney's promise came when he scrapped bridge tolls, so **the project should be built from bridge or trunk road money, not hard-pressed cycle funds. The A90 may not itself be a trunk road but the path is, or should be, a trunk cyclistroute!** If this concerns you, and/or if you have had or know of bad experiences here, contact your MSPs: www.writetothem.com [cc to Spokes].

BIKE – RAIL

Note: Our Spokes bike/rail representative is Ewan Jeffrey. Contact him with any concerns: ewanATnavyblue.org.uk.

Space is tight here, so see Spokesworker accompanying this mailing [to members]. **Includes: Haymarket Station** redevelopment, consultation on the **franchise** to take over from First ScotRail, and a possible **tandem carriage** trial.

CLIMATE CONCERN

Europe's politicians could cut transport climate emissions by 25% by attaining Danish cycling levels. This should be as high priority as moving to electric cars.. guardian.co.uk/environment/2011/dec/12/cycle-like-danes-cut-emissions.

ESSENTIAL CONTACTS

Adult cycle training 668.1996 info@thebikestation.org.uk

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

Potholes, glass on paths, broken lights, in Ed/Lothian [Use lamp-post numbers to report location]. 0800.232323 www.edinburgh.gov.uk/clarence. Or www.fillthathole.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: see www.spokes.org.uk : links : reporting

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 your name, address, email address and donation [you choose how much] to Spokes** [address on p1].