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BUDGET FLIM-FLAM

Government 2015/16 cycle cash looks set to fall, with infrastructure possibly worst hit – but is in a state of confusion. Many hoped 2014/15's big rise [p6] heralded a ramping-up to push the government's aim for 10% of trips to be by bike in 2020. But, without changes to the draft budget, cycle investment is likely to decline.

Finance Secretary **John Swinney's** 2015/16 budget speech [9.10.14] included what seemed a straightforward promise of higher cycling investment, “*an additional £10m, for cycling and walking infrastructure.*”

Our investigations show this statement falling apart. First, the £10m is additional not to *actual* 14/15 spending but to *what was promised for 15/16 in last year's budget*. Actual 14/15 cycle spending included £7m Forth Bridge

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- ♦ **Spokes annual councils funding survey** [p6-7]

savings plus £6.8m 'consequential' money. These were 14/15 only so 15/16's total *falls* despite the 'extra' £10m.

Worse, £5m of the £10m was pre-announced in June [spokes.org.uk, 10.6.14], and for Smarter Choice projects, *not* infrastructure. The other £5m is '*Financial Transactions*' money, which has severe restrictions on its use.

If infrastructure funds fall **Sustrans** will suffer badly, as will council 50/50 match-fund opportunities - whilst our survey [p7] shows *greater* council incentives are needed.

There is time to change the budget – ask your MSPs to make this happen [www.writetothem.com].

As we go to print, the situation remains confused, with pressure for a government re-think. *Please do your bit!* More on website.

ROUTES OPENING!



Transport Convener **Cllr Lesley Hinds** opens Edinburgh's George Street experiment www.grahamclarkphotographer.com

Edinburgh's proud cycle budget, and its consequent ability to win big Sustrans match-funds, is bringing new routes opened and planned. Though there is still far to go in terms of extent, ambition and design.

Some new routes are in the city's heart, notably George Street's experimental segregated facility and the Canal-Innocent-Meadows plans; others connect out, such as Lasswade Road to Midlothian and the much praised A90 path to the Forth Bridge and Fife. More details, page 3.

THE LOTHIAN

With new routes to and in East, Mid and West Lothian (and north to Fife) this Bulletin and our autumn public meeting feature Lothians cycling development.

It is easy for Edinburghers to see Lothians cycling as purely recreational – and it is great for that! However **every day over 1000 people commute by bike across Edinburgh's boundary - 750 in, 350 out** [Census 2011].

Bike use also matters locally - *Haddington Infants* and *Dunbar Primary* in **East Lothian** were praised in the UK bigpedal.org.uk competition. There are trial twice-daily hour-long *School Street* closures at 3 Haddington schools - beating Edinburgh's more modest proposal [Spokes 118].

Midlothian has a growing network of longer routes, for local travel and recreation, and recently won Lothian's first Visit Scotland '*Cyclist Welcome*' awards - for *Rosslyn Chapel* and the *National Mining Museum*.

Smaller councils often don't invest much in cycling [p6] and so don't attract big match-funds. **West Lothian** is an exception, winning £1.8m for ten 2014/6 projects, more than any other Council except Edinburgh and Fife [Spokes 119]. And *Livingston* already has one of Britain's most extensive off-road cycle networks [buy our map to try it!]



Dunbar Primary where over 50% of pupils regularly cycle to school



Photo: www.belhavenbikes.co.uk

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 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@cycling-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 20 November: Spokes Autumn public meeting

LOTHIANS CYCLING DEVELOPMENT

Cllr Michael Veitch East Lothian Depute Council Leader

Cllr Derek Rosie Midlothian Cabinet Member for Transport

Cllr Tony Boyle West Lothian Vice-Chair of Transport

Cllr Adam McVey Edinburgh Transport Vice-Convener

Chair: Alison Johnstone Lothians MSP & Spokes member

If you live or cycle outside the city here's your chance to compliment or challenge the politicians who make cycling a pleasure - or a misery! We hope our meeting will generate more cooperation - and competition - between the councils.

NB: This meeting will not debate central Edinburgh - we do that often; this is a rare occasion with Lothians councillors.

Venue: Augustine United Church, George IV Bridge

Time: 7.30. Open 6.45 for coffee, stall, exhibition and chat

Format: Four 12-minute talks, then one-hour panel Q&A.

More info: [mknottenbelt1\[AT\]gmail.com](mailto:mknottenbelt1[AT]gmail.com) 07501 381018.

Dec 13 Farmers Market, Spokes stall Castle Terrace, a.m.

Other dates and info: see www.spokes.org.uk events column



Fix It First

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TRANSFORM SCOTLAND

is campaigning to **fix all Scotland's potholes** by

transferring £2.5bn from the £9bn road building plans into maintenance. Another project is 'Interchange' - seeking better integration between walk, cycle, bus and rail. Go to TransformScotland.org.uk and follow up with your MSPs.

IDEAS & INFO

- ♦ **Thanks for Shopping by Bike!** For a report on our innovative project see 23.6.14 news at spokes.org.uk
- ♦ **Sustran grants for local cycling projects**, £500-£25K. See www.sustran.gov.uk/grant-applications.
- ♦ **Cycling & Law factsheets** from Cyclists' Defence Fund www.cyclistsdefencefund.org.uk/article-library.

SPOKES MEMBERSHIP RENEWAL

Members not yet renewed for 2014 receive a reminder in this mailing. If you are up to date you'll get a 2015 renewal form in Feb/Mar - please don't try to renew in advance!

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** February.

MY MEMORABLE MOMENT

Looking for achievement, enjoyment, excitement? Don't mind the occasional disaster and love the unexpected? - Then get out on a bike! Our summer competition revealed an astonishing range of bike-related *Memorable Moments*.

First was **May Cruikshank** who started cycling thanks to Edinburgh Council's *Ageing Well* group. For many of us experiences like taking your bike by rail, or crossing the Forth Bridge, can become routine. but May reminds us how empowering they are the first time. However her most memorable moment is harder to emulate - cycling into soldiers shooting at each other in the Pentlands!

Second was **Sara Dorman** whose family use bikes as their normal everyday means of travel. Sara told of one exciting moment as children get older and can do more for themselves. "Last week my 3½ year old son graduated from childseat to the stoker seat of our tandem. Now when we go places his big sister (7) rides her own bike and he is thrilled to be the stoker. It's immensely liberating to be all moving under our own power - and able to use panniers!"



On our website [Sep 20 news] is a link to all the entries and to the amusing/amazing entries from earlier competitions such as *Cycling Jokes*, *Path Art* and *My Cycling Problem*.

Top 15 entries were...

1 May Cruikshank, Alnwickhill	Caught in army firing range
2 Sara Dorman, Polwarth	From childseat to tandem
3 Jamie Thin, Gilmerton	Bike/rail frustration
4 David Ivory, Newington [7]	First time cycling to school
5 Kathleen Brothie, Pitlochry	Cycling to/from Fairmilehead
6 Euan Renton, Saughton	Cycling through tunnels
7 Ken Morrison, Shandon	First Pedal on Parliament
8 Angus Ivory, Newington [9]	Imagining traffic-free routes
9 Jane Waters, Aberlady	Aberlady<->Gullane cycling
10 Willian Ivory, Newington	Bike as quick as car
11 Katharine Wake, Blackhall	Child pedalling assistance
12 Helga Rhein, Broughton	Being chatted up
13 Margaret Hanson, Leith	Daughter learning to cycle
14 Louise Humphreys, Leith	Cycling in the rain
15 Margaret Hanson, Leith	Make Poverty History ride

Prizes: Thanks to **Edinburgh Bike Coop**, **Sustrans**, **ScotRail**, **Camera Obscura & World of Illusions**, **Peter's Yard**, **Kalpna Indian Veg restaurant**, **Filmhouse**, **Cameo**, **Reiss Hair Salon**.

Thanks also: to our specialist outside judge, professional story teller **Andy Hunter** of the excellent storybikes.co.uk.

☺ THANK YOU ☺

Spokes is funded by donations from our 1000+ members and sales of our unmissable maps. Thus we can speak out without fear or favour, not worried about losing funds. Join Spokes! Download or phone for application form.

EDINBURGH ROUTES

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

A lot is happening, thanks to Edinburgh's 7% cycling budget [Spokes 118]. We only have space here for brief notes on main items. **Spokes members receive email updates about new developments and consultations** [See also spokes.org.uk].

GEORGE STREET SEGREGATED EXPERIMENT

September saw Edinburgh's first segregated onroad route opened [p1 pic]. This is an experiment, also open to interim modification, as Jan Gehl's council report recommended. We welcome the experiment, but have concerns including ...

- ◆ Princes St is a stronger cycling desire-line than George St.
- ◆ End connections are poor [the planned Roseburn-Leith route, via George or Princes St could eventually rectify this]
- ◆ The Frederick and Castle St junctions are problematic
- ◆ The pavement cafe designs cause blind spots.

For more background, see our pre-experiment submission at spokes.org.uk : documents : local : Edinburgh : city centre.

If you have comments on the experimental scheme email iain.macphail@edinburgh.gov.uk and cc Spokes.

A90 ROUTE TO FORTH BRIDGE & FIFE

The council is getting big compliments from users for the latest sections of the above to be rebuilt. See the full story at spokes.org.uk : documents : local : Edinburgh : A90.



New A90 path at Burnshot photo: Mike Lewis

LEITH WALK

Work is nearly complete north of Pilrig Street. Sadly, the cycle lanes are onroad – and at risk of illegal parking. More positively, they are 1.75m instead of the usual 1.5m, have a marked 'door zone' beside parking bays and appear to have a



Leith Walk, north section photo: Dave du Feu

greater density than usual of red chips. Next big test will be whether the council sticks to its guns to make this 20mph.

South of Pilrig will see segregated routes and removal of the London Rd roundabout; consultation still awaited.

EAST-WEST CITY CENTRE ROUTE

A huge challenge for the Council will be its **Roseburn to Leith** project. Will this be a bold main-road route like the London N-S and E-W superhighways now being consulted on [see 3.9.14 at <http://cyclelondoncity.blogspot.co.uk>] or a back-street route with frequent turns, detours and even cobbles?



London proposed route at Ludgate

OTHER ROUTES [see spokes.org.uk for more]

- ◆ **Meadows-Innocent** Work expected Spring 2015
- ◆ **Canal-Meadows** Consultation complete. Work late 2015?
- ◆ **Lasswade Rd to Midlothian** Work complete, route open
- ◆ **Innocent route** LED solar lighting to be installed soon

EDINBURGH INNOVATION

After its pioneering percentage cycle budget [now 7% of transport spending] Edinburgh is taking other pro-cycling measures **unique in Scotland** and **an example to other councils**. Unlike its 'visible' bike routes/parking projects these are behind-the-scenes changes, tweaking things so that multiple policies support Council cycling objectives.

STRUCTURAL MAINTENANCE WEIGHTING

Ever wondered how the council decides which roads to resurface, from a limited budget? There is a complex formula, based on road condition and on type and amount of use (local areas are then consulted, which may amend the list). The formula gives a weighting to bus-lane roads. **Now, after long and persistent Spokes lobbying, other roads important for cycling will also get a weighting.**

Identifying 'roads important for cycling' objectively is not easy. Initially the weighting will apply to *roads on the family network*. A forthcoming report will specify which roads thus move up the priority list: **Whitehouse Loan**,

If you have innovative ideas to make the council more bike-friendly, especially if cost-neutral, ask your councillors to investigate. Note that the first example above involves no new costs and the second may even provide new income!

for example, should benefit. We'd also like *roads with cycle lanes* and *roads on the Sustrans network* included.

The Council justifies these weightings on the basis of its *Local Transport Strategy* policies [Spokes 118] to boost active travel and public transport. **No other Scottish council is thought to prioritise structural maintenance on roads important for bikes - or even for buses!**

This decision was helped by all the individuals (you?) who contact their councillors about poor road surfaces.

HGV DRIVER COURSE CERTIFICATION

Over half London's 10-20 annual cycle fatalities involve HGVs. Edinburgh averages 1-3 deaths, with HGVs also implicated, as in the crash leading to the andrewcyclist.com campaign. Thus we applauded the Council for starting to train its own HGV drivers in cycle-awareness [Spokes 119].

Now Edinburgh has achieved course certification, making it the only non-London Council able to offer recognised HGV cycle-awareness training to other organisations and councils.

YOUR IDEAS

EDINBURGH continued

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

£202 FOR BIKE SHED REFUSAL

The Scottish Government has hiked planning permission fees - so now anyone needing a front garden bike container must pay £202 just to find out if it will be permitted - or refused! Councils have no discretion; they must charge this.

Many householders (e.g. in terraces or tenements) have nowhere to site a bike container or shed except in a front garden. Unknown to many people, this requires planning permission. If a member of the public reports a front garden container which doesn't have permission, councils are likely to order a £202 retrospective application, or its removal.

UNJOINED GOVERNMENT THINKING

This is crazy given the government's aim to lift bike use from 2% to 10% of all trips by 2020. Yet they could easily remove this barrier to bike ownership and use by changing the rules so that boxes/sheds meeting certain criteria are deemed 'permitted development,' not requiring planning permission.

Meantime, in **Edinburgh** our discussions with the Council resulted in a Spokes garden storage factsheet, which the Council deemed 'appropriate' [Spokes 117] and is now in their official *Guidance to Householders* for a 3-year trial.

The factsheet lists criteria which make it more likely that a front garden application will succeed - but it is not guaranteed and the £202 fee is still payable, just to get approval (or refusal). The factsheet has already helped people apply successfully - but many people do not know of it, or even that permission is required.

WHAT YOU CAN DO

- ◆ **Please contact your MSPs** - ask them to speak to the Planning and Transport Ministers to get the 'permitted development' rules changed, as above. We're already in touch with MSPs **Alison Johnstone** [Spokes member] and **Jim Eadie** on this, but more pressure is needed.
- ◆ **If you know anyone needing to install a garden bike store**, tell them about our factsheet.
- ◆ **For more info, and a link to the factsheet, go to** spokes.org.uk [News item, 21 Jan 2014].

ONSTREET PARKING

Edinburgh Council's trial of onstreet secure bike storage for tenement dwellers is at last underway, with 3 different styles installed at Lonsdale Terrace, South Oxford Street and Warrender Park Terrace. Whilst very welcome, it is three years since the scheme was advertised for potential users and it will be another two years before the results are known.



Meanwhile London is miles ahead, with five Boroughs now sharing an online booking scheme... www.cyclehoop.com/rental.

Lambeth, for example, now has **over 100** six-bike units [photo]. One car space is replaced by 12 bikes.

If you don't have space to own a bike, or have tenement storage troubles, ask your councillors to check out the London schemes and see if Edinburgh can speed things up.

HAYM'K'T TRAMLINE CRASHES

We receive 2 or 3 reports a month of tramline crashes [please also tell the council: see spokes.org.uk : documents : public transport]. Haymarket has almost as many as all others combined - it is a major danger point, and many crashes involve experienced, confident cyclists [see quotes at spokes.org.uk, 10.4.14 news].



Edinburgh Council recognises the serious problem here and has agreed that their Roseburn-Leith route investigation [p3] will look at our Haymarket solution [Spokes 118] - though it would only work as part of a major segregated E-W route.

However this route could take 2 years, with consultation, design and legal orders, so interim measures are vital. The council is therefore to install a coloured lane from Morrison Street, showing how to cross the lines as safely as possible.

The tramline layout dangers, here and elsewhere, go back to decisions years ago. Despite our huge efforts the layout was designed largely with a one-track mind and too little attention to interaction with bikes, walkers or buses [see spokes.org.uk 17.10.13 news]. **It's a big lesson for other cities** - understood in much of Europe albeit not, it seems, in Scotland or the UK.

TRAM BIKE CARRIAGE

The council's *Local Transport Strategy* [LTS] [spokes.org.uk 9.1.14 - policy PCycle6] supports bike carriage subject to a trial, and this was promised within 6 months of operations starting. The Council assures us that the trial is being worked on and expects it to start fairly early in 2015, just over the 6 months.

BUS LANE - OR LORRY LANE?

We are shocked at the Council's proposed experiment limiting virtually all bus lanes to peak periods only. The council is *succeeding* in its stated LTS policies to raise bus and bike use, and to cut car use [Spokes 118]. One bold target is to *cut car use* from 43% of all trips to 31% by 2020.

If the idea is to simplify rules, a solution is to make all bus lanes car-free all-day [with essential loading exceptions] not peak-time only. **The Council is risking its bus-friendly reputation and its LTS targets by this backwards step.**

Cycling is also harmed. The less-confident cyclist, who now enjoys car-free lanes to nip to the shops outside peak hours will have to decide whether to mix with cars, vans and lorries rather than just a well-trained Lothian Buses driver.

Motorbikes will also now be allowed in bus lanes at all times; despite London evidence that motorbike speeding and safety worsens [though cyclist safety did not worsen].

A Traffic Regulation Order and a final decision are still awaited. If you don't like the plan - tell your councillors.

TRANSPORT CENSUS DATA

For a fascinating report on local travel, search for *census transport* at edinburgh.gov.uk. Edinburgh is the only council in Scotland with the proportion of car-free households rising and the proportion of people driving to work falling. Our own traffic counts reflect this [spokes.org.uk, 14.5.14 news].

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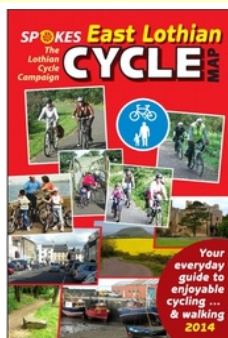
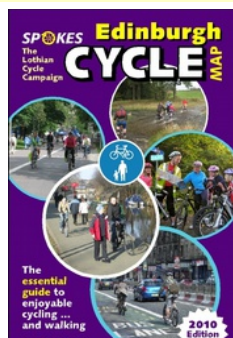
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**EDINBURGHBICYCLE
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SPOKES 18th ANNUAL CYCLE FUNDING SURVEY

COUNCIL INVESTMENT

Spokes surveyed mainland councils and RTPs [what are RTPs? - see inset] to assess Scotland's 2013/14 cycle project spending. Results are in the big table on page 7 opposite.

Six councils were above average on both main indicators [cols q,r]: **Aberdeenshire, Clackmannan, East Dunbarton, Edinburgh, Glasgow, and West Lothian**. Only two councils have scored over average for each of the last 3 years, big city **Edinburgh** and Scotland's wee county, **Clackmannan**!

MAIN CONCLUSIONS

- ◆ **Total council cycling investment** [col n], including externally raised funds, **fell** from £20m in 12/13 to £18.7m in 13/14.
- ◆ **Cycling investment from transport cash over which councils have discretion** rose from £7.2m to £8.0m [col g = d+e+f], but largely due to some carry-overs from the previous year.
- ◆ **Total transport spending** [col c] also rose, so the proportion going to cycling stayed static at 2.8% [col q] – nonetheless still shaming the government's 1%-2% [table in column opposite].
- ◆ **Councils raised £10.6m external cycle cash** [col m = h+i+k] down from £12.9m, largely due to big developer cash in 12/13, and despite rises in funding from Sustrans [i] and RTPs [h].
- ◆ **Adding this internal and external cash**, councils invested 356p per head in cycling, down from 383p in 12/13 [col r].
- ◆ **Cycle project staffing** continued to rise [col t] as it has done consistently for over 5 years, hopefully building expertise.

COUNCILS BIG & SMALL, URBAN & RURAL

It is often said to be easier for big councils, with big transport budgets, to invest in cycling. Yet top in our funding survey is wee Clackmannanshire, whilst East Dunbartonshire and West Lothian, neither very large, also score highly. This year's top six include **rural** and **mixed** authorities as well as 2 **cities**.

In summary: the priority given to cycling investment is due more to decisions by councillors than to council size.

RAISING COUNCIL INVESTMENT

Government set the 2020 cycle-use aim and so has prime responsibility for meeting it. But councils must also be proactive: they too have objectives on public health, environment and congestion, and need modal shift from car to bike/walk.

As in 12/13, **11 of the 29 councils still invest zero of their transport capital in cycling**, whether through a cycle budget [col d] or other transport capital [col e], relying entirely on their CWSS allocation [col f]. **Indeed, without a fairly small number of very positive councils, the overall Scotland picture would be far worse.** This is also why, on both our indicators, most councils are below the Scottish average.

The government should incentivise councils to do more. For example councils have to 50/50 match all Sustrans grants. They could be offered a better deal [say 25/75] if they use their own capital to match-fund, and not just CWSS money.

WHAT CYCLE OFFICERS SAY

[comments, anonymised, at spokes.org.uk : downloads : technical]

- ◆ **Difficulty funding big projects.** Need multi-year funds & longer timescales to plan, consult, acquire land, etc.
- ◆ **Difficulty finding funds to match Sustrans grants.** Some say a 50/50 requirement is unfair to small councils.
- ◆ **Transport Scotland** refuses to build vital local path links on trunk roads unless part of a big road project.
- ◆ **Maintenance** – difficult to fund pothole & path repairs.

SCOTTISH CYCLE INVESTMENT

This summary table is of *cycle investment* from *all main sources*. It overestimates somewhat because all Sustrans funds are counted, which will include some walk-only.

Government cycling investment rises significantly in 14/15, but looks set to fall back again in 15/16 [p1]. Even the 14/15 peak is only 1.9% of total transport spending, **giving no hope of reaching the 2020 cycle-use 10% aim.**

Council 13/14 investment is down, largely due to a big drop in externally raised cash [developers, Europe, Lottery, etc].

Source	£m	10/11	11/12	12/13	13/14	14/15 est	15/16 est
SCOTTISH GOVERNMENT CYCLE FUNDING							
Cycle CWSS [*f]		4.0	4.0	3.3	3.2	4.5^	4.4^
Sustrans #		7.7	5.8	9.7	11.9	26.3	–
Cycling Scot #		1.3	2.3	2.0	2.4	2.6	–
Smarter Choices [in *k]		1.0	0.3	0	0.3	0.3”	0.3”
Trunk roads [=]		2.0	2.0	2.0	2.0	4.6	2.0”
Other [@]		0.4	0.6	0.5	0.7	0.9	–
Not yet allocated [–]		n/a	n/a	n/a	n/a	n/a	29.0–
TOT govt cycle £m		16.4	15.0	17.5	20.5	39.2	35.7
Total transport £m		1864	1812	1893	2019	2019	2108
Gov % cycling		0.9%	0.8%	0.9%	1.0%	1.9%	1.7%

COUNCILS plus RTPs [see \$ and inset below]							
Council+RTP [*d,e,h]		5.0	5.1	4.8	6.5	6.5”	6.5”
Other external [*k]		2.3	4.0	5.7	1.2	1.2”	1.2”
TOTAL councils		7.3	9.1	10.5	7.7	7.7	7.7
TOTAL gov + council		23.7	24.1	28.0	28.2	46.9	43.4
Population [million]		5.22	5.25	5.28	5.31	5.34	5.37
Pence per head [<]		454p	459p	530p	531p	878p	808p

– 15/16 is very unclear. Here we **very generously** [see p1] assume £24m cycle cash from the SAT budget line and £5m from FTF. How this will be split between Sustrans, Cycling Scotland and others is unknown.

\$ We here combine **Council** and **RTP** cycle funding. RTP finance is complex [inset below]. Combining them gives a clearer picture here.

* Based in whole or part on councils survey – 13/14 data from p7 table.

Total grants to **Sustrans** and **Cycling Scotland**. Sustrans total includes money not allocated to councils, so is higher than figures on p7 [col i].

= Transport Scotland **trunk road cycle schemes**. PQ S4W16845 suggests average £2m p.a. Also extra for specific projects in 14/15.

^ **CWSS** cycle element is ~55% of total in 13/14; assume same in future. Total is £7.5m 11/12; £6.1m 12/13; £5.6m 13/14; £8.2m 14/15; £8m 15/16.

” Not known. Entry based on previous year +/- known special sums.

@ Other govt cycling cash, including estimated climate challenge cycling element, Bike Station, Stirling bike hub.

< Note that our 'pence per head' figure includes *all main sources* [local and central] which few other analyses [including European data] do.

Inset - explanation of 'CWSS' and 'RTP'

CWSS - the government *Cycling, Walking, Safer Streets* fund - is allocated to all councils on a per-capita basis. The total was cut year by year by the SNP government, from £9.1m in 10/11 to just £5.6m in 13/14, though it returns to £8.2m in 14/15, the run-up to election year! Some councils used to allocate no CWSS to cycling, but the government now 'suggests' 36% minimum – resulting in, on average, around 55% going to cycling or joint bike/walk projects.

RTPs - *Regional Transport Partnerships* - work with councils on region-wide transport issues. For example SESTRAN covers from Fife to the Borders. Councils and RTPs work closely on relevant cycle (and transport) projects, but fund-sharing arrangements vary wildly across Scotland, ranging from SPT, which has capital to allocate to councils, to Nestrans which uses capital from councils.

TABLE OF LOCAL AUTHORITY RESULTS : MAINLAND COUNCILS

Notes: The *all-Scotland picture* should be fairly reliable and consistent year to year. However, *treat individual council data cautiously* - respondents may interpret questions differently or not know of relevant projects from other council sections. Also, data may not be exactly comparable with *previous reports*, due to differing non-respondents, interpretations and so on.

a. Council [Red if over average on both indicators]	b. popn [1000]	c. total 13/14 transpt capital bdgt £k	Cycle spend [£k] from own transport funds				External cycle funds 13/14 raised by council [£k]				Internal + external		Indicators: bold is over av		s Targets set?	t % FTE staff
			d. cycle bdgt	e. cycle other	f. cycle cwss	g. tot inter-nal	h. part-ner-ship	i. Sus-trans	k. othr ext-ernal	m. tot ext-ernal	n. cols g+m	p. as col n 12/13	q. col g as % of col c	r. col n pence/head		
Aberdeen	225	4809#	0	345#	155	500	26#	43	35	104	604	711	10.4	268	LS	15
Aberdeensh'	256	20338#	526	161#	131	818	26#	58	13	97	915	861	4.0	357	N	80
Angus	116	8100	0	5	50	55	2	7	2	11	66	423	0.7	57	N	10
Argyll & Bute	87	7260	0	100	59	159	136	1028*	50^	1214	1373	644	2.2	1578*	L	60
Clackmann'	51	2629	194	0	54	248	5	335	0	340	588	291	9.4	1153	L	60
D & G	151	11285	21	0+	89	110	124	198	0+	322	432	196	1.0+	286+	N	120
Dundee	148	4050	0	0	35	35	20	125	0	145	180	604	0.9	122	LS	35
E Ayrshire	123	6204	0	0	90	90	0	21	12	33	123	43	1.5	100	L	40
E Dunbarton'	106	4500	0	35	112	147	100	350	0	450	597	663	3.3	563	L	50
E Lothian	101	4260	35\$	0	64	99	2	3-	3	8-	107-	146	2.3	106-	N	50
E Renfrew'	91	1392	0	0	65	65	150	12	26	188	253	265	4.7	278	LS	70
Edinburgh	483	32713	1278\$	925\$	260	2463	0	1023	50^	1073	3536	2317	7.5~	732	L	795
Falkirk }	157	4644!	100!	0!	90{	190?	0	213	0!	213?	403?	286	4.1?	257?	N?	95?
Fife	366	39000	33	35	161	229	12	200-	0-	212-	441-	1017	0.6	120-	L	405
Glasgow	595	26000	650	0	333	983	150	1440	460	2050	3033	4279	3.8	510	L	510
Highland	233	13247	75	0	170	245	97	320*	140	557	802	1907	1.8	344	LS	100
Inverclyde	81	4155	0	0	45	45	6	6	0	12	57	48	1.1	70	N	8
Midlothian	84	2910	0	0	58	58	12	13	0	25	83	132	2.0	99	N	15
Moray	93	7590	0	0	94	94	0	60	44^	104	198	147	1.2	213	N	100
N Ayrshire	138	1986	0	0	141	141	25	71	158	254	395	539	7.1	286	N	75
N Lanark'	338	11089	0	71	319	390	200	217	10	427	817	324	3.5	242	LS	130!
Perth & K'ross	148	10000!	0	0	87{	87	35	168	20^	223	310	353	0.9?	209?	N	165!
Renfrewshire	174	18161	0	0	96	96	110	154	48^	312	408	247	0.5	234	N	10
Scot' Borders	114	6400	0	132	86	218	0	118	0	118	336	865	3.4	295	N	15!
S Ayrshire	113	1700	0	0	12-	12-	220	10-	0	230-	242-	206	0.7-	214-	LS	100
S Lanarkshire	314	14060	0	6	108	114	250	134	38	422	536	1341	0.8	171	Y	0+
Stirling	91	4805	0	0	50	50	12	748*	29	789	839	596	1.0	922	L	165
W Dunbarton'	90	5105	0	32	92	124	0	115	6	121	245	193	2.4	272	LS	69
W Lothian	176	4509	64	0	99	163	0	472	99^	571	734	447	3.6	417	S	50!
Total [£k] / av.	5243	282901	2976	1847	3205	8028	1720	7662	1243	10625	18653	20091	2.8	356	Y=17	3397
12/13 comparison		255583	1575	2296	3321	7192	973	6264	5662	12899	20091	n/a	2.8	383	Y=18	3095

Meanings of codes

& just means 'and'

+ Plus unknown or unquantifiable sum(s)

! Uncertain: used figure from a previous survey or other source

? Uncertain: for reasons earlier in the row.

Col e includes council transport capital passed to the RTP and used for cycle projects. **Explanation** ... Some councils pass capital to RTPs for agreed transport projects, including cycling. Arguably this should appear in col h but that distorts our % indicator [q], since ultimately this cash is from the council. So we add such funds into [e], with footnote #. We also add into [c] the total transport capital passed to the RTP.

* Includes local Sustrans capital project(s) not via council

^ Includes cash obtained from developers

~ Edinburgh's 13/14 promise was 6%, but we add in CWSS

\$ Some/all of this deferred to next year due to project delays

- Would be higher but cash lost [or possibly delayed] due to problems such as key staff illness or failed land negotiations.

} Falkirk no reply this year due to illness

{ CWSS split unknown, so used Scottish average, 55% cycling

Columns [our main indicators are cols q and r]

Col g: total of the council's own 12/13 roads/transport budget used for cycling, i.e. from funds where the council has discretion how much to put into cycling (includes CWSS cycle element).

Col q: % of the roads/transport budget allocated to cycling.

Col m: amount invested in cycling [£k] in the council area from all sources other than the council's transport budget.

Col r: total pence per head of population invested in cycling from all sources internal & external [cols g+m].

Col d: Cycle budget from own capital. NB: Councils with no 'cycle budget' as such but who do allocate own funds are in col e.

Col e: Cycle investment from other transport budget heads.

Col f: CWSS money used for cycling or cycle/walk.

Col h: RTP cycle funding e.g. revenue and SPT capital, but see #

Col i: Sustrans - mainly route infrastructure; also bike parking and some school hard or soft measures.

Col k: Other external: Europe, developers, non-transport depts, one-off SG grants, SCSP [Smarter Choices Smarter Places]

Col s: L target in Local Transport Strategy S target in SOA Y target (may not be in LTS / SOA) N no target

Col t: Staffing This figure very rough as is hard to interpret.

BIKE/RAIL NEWS

- ◆ Dutch firm **Abellio** has won the **ScotRail** franchise and takes over in April. They have done a lot on bike-rail in England and promise action here too - more in our next Bulletin and at spokes.org.uk [Oct 8 news]. Thanks if you highlighted bike/rail in the consultation. Web: abellio.com/scotrail Email: scotrail@abellio.com.
- ◆ **Borders Rail** - It is thought there will be only 2 bike spaces per train - very poor for commuting or for leisure [search for *on your bike* at bordertelegraph.com]. Why not ask Abellio [above] if they can improve on this now they have won the ScotRail franchise?
- ◆ **Network Rail**, who run **Waverley Station**, are getting widespread complaints for corralling walkers, bikes,



The Waverley Visitor Experience [north ramp]
photo: broughtonspurtle.org.uk

prams, wheelchairs and luggage into narrow footways whilst wide adjacent roadways are empty except for occasional delivery vans. Please ask your MPs & MSPs to take this up. Full story: spokes.org.uk [July 4 news].

- ◆ The **east end of Waverley** needs a revolution in bike/walk accessibility, especially with the east platforms being lengthened. The Council should promote a major connection from the Leith Walk segregated route [p3] to the Old Town [Jeffrey St] via a **new pedestrian/cycle bridge**, with ramps down to Waverley. *If you like this idea, ask your councillors to push for it.* The Council has already applied to the Stations Fund for cash to upgrade access to the existing Calton Rd entrance.
- ◆ Network Rail is consulting on the future of **Glasgow Queen Street** station. Very positively, in addition to more bike parking, an area has been earmarked "*which could serve as enhanced cycling provision*" - that could be a full Bike Hub with maintenance, spares, hire, etc. Details at ... www.egip.info : projects : QS Part2; or phone 08457 114141. **Send your views by 23 Dec.** More on *Bike Hubs* at spokes.org.uk [News, 31.8.12].
- ◆ **East Lothian** now has Scotland's second *Community Rail Partnership*; to support local services and fight for improvements [ourlocality.org/eastlothiancrp]. CRPs are a good focus to fight for better bike/rail, so get involved!

THE CLIMATE [for road building?]

"The vast majority of oil reserves are unburnable if the world is to avoid catastrophic climate change"

Mark Carney, governor of the Bank of England, 10.10.14.

[source: search for Carney at www.emergingmarkets.org]



BIKE SHARE

Glasgow's bike share scheme [nextbike.co.uk/en/glasgow], Britain's biggest outside London now has 5000 members [casual use also available] and 300 trips daily. **Edinburgh** is still seeking a funding backer to set up a scheme.

Research worldwide confirms that **Bike Share schemes are very safe**. Compared to 'ordinary' cyclists, Bike Share users are *less likely to use helmets* and *less likely to have a crash or suffer head injury*. No one knows why: perhaps drivers are more careful, or users may avoid fast roads.

References: www.cyclehelmets.org/1192.html

www.cycle-helmets.com/cycleshare-sep-2014.pdf.

ESSENTIAL CONTACTS

To suggest bike parking sites: cycling@edinburgh.gov.uk

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 Edinb/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: licensing@edinburgh.gov.uk [try taxi firm first]

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

How to...

CONTACT YOUR POLITICIANS

Simplest is to find them all at www.writetothem.com. **Or...**

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, Cameron Buchanan
List, Gavin Brown

GREEN List, Alison Johnstone

Local councils: Find councillors + Who runs the council

edinburgh.gov.uk 0131.529.3186 Lab/SNP

eastlothian.gov.uk 01620.827827 Lab/Con

midlothian.gov.uk 0131.270.7500 SNP/Ind [majority zero]

westlothian.gov.uk 01506.775000 Lab [minority]

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].