

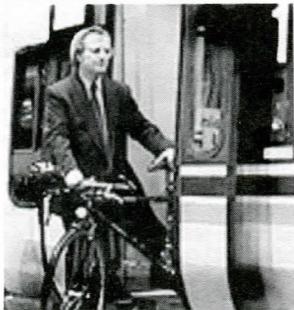
SPOKES

Leaflet 68 Early 1998

SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114
http://www.btinternet.com/~spokes/ [This is a mail address and answerphone - SPOKES is a voluntary organisation with no staff]

SCOTRAIL DELIGHT

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



1998:
*Scottish Office
Transport Minister
Henry McLeish
demonstrates
that bikes are
again welcomed
by ScotRail*

photo:
Chris Hill

The £3 each-way charge was imposed UK-wide by BR in 1993, excluding Passenger Transport Authority areas such as Strathclyde, who insisted on free bike-carriage. Most cyclists on local journeys faced total fare increases of 100-400%, and many told us of journeys they had given up. A Portobello cyclist who took the train from Waverley to Wester Hailes had a fare increase from 80p to £3.80 - up 375%! An Edinburgh/Dunfermline cheap day return day-trip cost £9.70 instead of £3.70 - up 162%!

A massive and continuing campaign was mounted by SPOKES [Spokes 51,52,58,59,62,67], beginning with a huge die-in at Waverley. Many individual cyclists also wrote,



1993: SPOKES demonstrates at death of bike-carriage and have continued to do so - in 1994 ScotRail's director admitted bike-carriage was the most frequent subject of letters. The tourist industry and Scottish Office have also put growing pressure on ScotRail. *[ctd on back page]*

PUBLIC MEETING with Mayer Hillman Bikes, Walking, Bus - the Right Balance

Place: Friends Meeting House, Victoria Terr, Edinburgh
Time: 7.30 Mon Mar 16 [6.45 for coffee, stall, chat]

More details: Mark James 0131.334.2653.

Mayer Hillman is a challenging speaker, who questions even the value of public transport in the face of Climate Change. He argues we must consider our global responsibilities in choosing where to work, shop and recreate: "How will viewing Niagara Falls enrich your life?"

Mar 17: Mayer Hillman speaks to council officials and others interested, on *Transport/Planning policies and the Threat of Climate Change*. For time/place/details ☐ 0131.467.7714.

CYCLE CHALLENGE

We were delighted that *Henry McLeish MP*, despite his huge involvement in devolution, came in person to launch the *Scottish Office Cycle Challenge Scheme*, for his first engagement as new *Scottish Office Transport Minister*. A former Labour health spokesman, Mr McLeish sees cycling as "a major contributor to health, as well as an important part of a sustainable transport strategy".

The Challenge provides government funds for innovative schemes to increase cycle use, supporting the target to double cycle use in Scotland by 2002. With tight funding restrictions, we particularly applaud Mr McLeish's decision to increase the budgeted £½m nearly 30% to £650,000, albeit less than the £1 million we had suggested [SPOKES 67]. With extra funding from other sources, the successful projects total around £1½m.

Apart from the ScotRail allocation, major sums went to **Clackmannanshire Council** [£60K] to develop/market their countryside network [helping our round-Forth proposal see Spokes 66], **S.Lanarkshire council** [£50K] to enhance the E. Kilbride cycle network, and **Dundee City** [£50] for a Safe Route to School scheme at Braeview Academy.

SPOKES won £25K for our highly innovative scheme to get **cycle maps** to people likely to use them. The idea stems from the huge success of our City map, whose first three editions sold over 10,000. With extra funds from councils, we will contact nearly ¼-million local households, offering free/cheap maps of Edinburgh, Livingston, or Midlothian. In addition to distributing an estimated 10,000 maps, we will thereby compile a database of interested households, to be used by councils, SPOKES, etc. in future cycle initiatives, as well as to monitor the success of our project. **Details:** Tim Smith 0131.554.7264, Peter Hawkins 0131.453.3366. *[ctd on back page]*

Help SPOKES, other cyclists, and yourself by writing to your MP, councillor or the press now and every few months. Ask your MP to raise your questions with the relevant minister. The Citizens Advice Bureau can tell you your MP and councillor and the address. Central Edinburgh CAB is 0131.557.1500, or see phonebook. Send us the results!!

LEISURE & TOURIST DISCOUNTS

!!!!Includes new offers from Edinburgh Council below!!!!

To encourage cycling SPOKES has negotiated discounts - for all cyclists, not just members. To claim...

☺☺ You must show this leaflet

☺☺ You must arrive by bike (not bike on car rack).

Note: SPOKES is a voluntary body. We don't inspect these premises/facilities - but we'd like to hear if you use them. We'd also like to hear of other discounts [we guarantee space if 20%+].

Edinburgh Council: 2 people for price of one, for facilities as below. Further details: Jacqueline Hall 0131.657.4815.

- Meadowbank, Leith Waterworld, Leith Victoria:** entry and all facilities.
- Portobello Leisure Centre:** fitness/leisure coaching only.
- Dalry/Glenogle/Warrender Swimcentres:** Sat/Sun only.
- Ainslie Park Centre:** pool, sauna, steam only.

Kilmartin House (Argyll): Archaeology eco-museum, 20% off if arrive by bike. 01546.510278 <http://www.kht.org.uk>.

Nairn (Laiknebuie croft): Caravans (2-7 people, Mar-Nov) and tipi (in stone/tree circle, June-Sept). Daily or weekly rent, 20% discount. Therese Muskus 01667.454630.

Kingussie, Columbia House Hotel: B&B usual £25-£35. 20% discount B&B & dinners. Myra Shearer 01540.661402. **Morar:** B&B usual £14 Jul/Aug, £12 other times. 20% disc. if stay 3+ nights. Audrey MacEachen 01687.462592.

Dornoch: Self-catering cott. 20% discount Apr/May/Sep/Oct (usual £185), 5% Jun-Aug (£285). J.Padbury 01609.770563.

Castle Douglas, Crown Hotel: B&B usual £19-26, £4 disc. Also 3 nights price of 2, off season. K McCall 01556.502031

Note: The Scottish Tourist Board [01463-716996] has a *Cyclists Welcome* scheme. Participating B&Bs must have good bike storage, local route information, etc.

[ctd from p1 - ScotRail]

However, the precipitating factor has been the Government Cycle Challenge, under which ScotRail won £150,000 to improve on-train bike accommodation. ScotRail and Porterbrook (the company owning ScotRail's trains under privatisation) have each pledged a similar sum, making nearly £½ million in total!

All 46 Class 158 ScotRail Express trains (Edinburgh/Glasgow/Inverness/Aberdeen) will have bike spaces doubled to 2 per 2-car unit. Also, 30 class 156 Super-Sprinters will have a minimum five spaces per 2-cars, for tourism/leisure long-distance routes. ScotRail reckons that 140,000 extra cyclists a year will benefit! Edinburgh-Glasgow and West Highland Line conversion should be complete in 1998, and other services by end-1999.

The £3 abolition goes even further than SPOKES had sought, as the main concern was local journeys. For long-distance/holiday journeys reservations are very important, though it is a welcome bonus that this too will be free.

ScotRail promises to discuss with cyclist organisations how the new system will be implemented. Obviously there will be some problems of too many cyclists for a particular train, especially before the train modifications are complete. We ask cyclists to show a positive and understanding attitude, as things bed in.

SPOKES hopes these developments are just the start of a bike/rail integration revolution, as is now happening in many countries. Even Underground rail in cities such as Copenhagen, Brussels and Barcelona now encourages bikes [CCN News 1.98]! Under 1% of UK rail journeys involve a bike, whether on-train or to/from the station. Our model is Denmark, where it is over 40%!

Stop Press: AtoB, the bikes/public-transport mag, is conducting a UK-wide survey of bike/rail use in June 1998 (0730-0900am). Please do your station! 01963.351649 or a2b@dome.demon.co.uk.

TREES, PEOPLE AND CARS

Time taken by the world to use 22m tonnes of oil: 1 day.

Time taken by the planet to create that oil: 10,000 days!

Number of mature trees to replace one family's oxygen use: 1.

Number to replace the oxygen used by a typical family car: 140!

[So if you don't own a car, plant a tree - if you do, plant 141!]

[ctd from p1 - Cycle Challenge]

Also successful [£10K] was **Lothian Safe Routes**, a spin-off from SPOKES's 1996/7 School Challenge [Spokes 62-67]. With extra funds from Lothian councils and Health Board, the project will work with Lothian teachers, pupils and parents to reduce school car-traffic and increase cycling/walking. *Details:* Ian Maxwell 0131.669.6542, Chris Hill 228.2927. Quite independently, **Roseburn Primary** [Malcolm Bruce 0131.337.6096] won £450 to start a cycle club with wide objectives, including joint events with the nearby Blind School.

Other local successes include **FOE Edinburgh** [Ronnie Pryor 0131.669.0629] to persuade large firms to promote cycling to work; **Edinburgh council**, to design/test cycle storage systems for flats; **Fife** for facilities encouraging staff to cycle to work; the Forestry Commission for a **Peebles-Glentress historic cycle route**; and Transport Management Solutions [Tramsol@aol.com] for **2 bikes-on-buses** schemes including Dumfries-Edinburgh.

See Spokes web site for full Cycle Challenge results.

NORTH EDINBURGH THREAT

Spokes has won a significant victory over the proposed road from Ferry Rd to the development area north of West Granton Rd. Following our article [spokes 67], and many letters from members, **Clr Begg** has stated it would be "unacceptable" to contemplate severing N.Edinburgh Cycle Network, as had seemed likely. The detailed plans now show a new cycle bridge over Ferry Rd, an underpass at W.Granton Rd, traffic lights instead of a roundabout at that junction, and several improved cycle accesses.

We remained unconvinced, however, of the case for the new road itself, especially given the Council's *moving Forward* policy and the Traffic Reduction Act. Its design also concerns us - though in a residential area, it seems designed for high traffic volume and undesirable speeds, with an overbridge and no road-level pedestrian crossings. Car-commuting into the area thus seems likely, though the development is intended to benefit Granton/Pilton.

Finally, Spokes fears the bus-only road-continuation to Granton could later be converted to all-traffic, thus enabling the long-feared North Edinburgh Bypass.

Post this to: **SPOKES, St.Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.** Where did you find this leaflet?

"I'm interested in joining SPOKES. Please send a membership application form,

SPOKESHOP pricelist, and recent issues of SPOKES"

☒☒☒ Please enclose a stamped addressed envelope (9" x4") if possible).

Please enter your name, address, postcode