

SPOKES

Bulletin 99 Spring 2008

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SCOTLAND EBBS

While England now aims to emulate other European countries in mainstreaming cycle use, Scotland in comparison is drifting further into the backwater.

The SNP manifesto pledged to “*promote simple everyday activity like walking and cycling ... to reduce carbon emissions and improve physical fitness.*” And two of its five ‘strategic objectives’ in government are *healthier* and *greener*. But, despite clear warnings by Spokes, and many individual letters to MSPs, the Scottish Budget presages reduced cycle project spending in much of Scotland.

Experiments in English towns have confirmed - as in Europe - that serious work on infrastructure and promotion can bring significant transfer from car to cycle. As a result England has *increased* cycle funds by **£140m** over 3 years [DfT 21.1.8] - its first really serious investment in cycling.

Meanwhile in Scotland the big 3 cycle funding streams [see p7, Spokes financial survey] are all either falling or under threat. Under the previous Scottish government **Sustrans** received £7.8m in 06/07 and in 07/08, funding some 200 projects, like Edinburgh’s fantastic towpath resurfacing. This looks set to be slashed by maybe 50-75%, even though Sustrans, with its council and other partners like BWB, has a catalogue of £20m of identified projects across Scotland.

The second biggest funding source, **Regional Transport Partnerships**, looks almost certain also to fall [p8]. And whilst the final main source, the **CWSS fund**, is to continue in 2008/9, its subsequent existence is in doubt [p7].

There are some glimmers of hope. There are to be a few experimental sustainable towns. The excellent **Sustainable Transport Team** set up by the previous government has its budget doubled to £11m - but now has to cover Sustrans, Cycling Scotland, sustainable towns, walking initiatives, biofuels, ‘eco-driving’ and much else. Councils have to adopt **Single Outcome Agreements** with green aspects [p3]. And there is meant to be more integration of transport with **health and environment** in councils and government. But these glimmers of hope are far outweighed by the cuts.

The budget also **raises trunk road spending** 9% whilst cutting rail 1% [Spending Review analysis, Ernst & Young].

A TALE OF TWO CITIES

There is also huge contrast between Edinburgh and London. The Lib Dems who control Edinburgh [with the smaller SNP] promised “*a model cycle-friendly city*” - but so far it’s more like “*steady as she goes.*” At our autumn public meeting with Transport Convener Cllr Phil Wheeler, the audience suggested what might signal serious intent on the manifesto promise [see box below for main ideas]. But only the easiest of these, widespread parking, is even starting [p5]. And while a Velib-type scheme is being investigated, that really also

Climate Change, Oil Supply & Cycle Policy Spokes Public Meeting 19th March - details page 3

Top initiatives to show ‘Model Cycle-Friendly City’ intent...

- ✦ Major roadspace reallocation [eg Lothian Rd] as in Europe
- ✦ Visionary leadership on cycling, with big funding increase
- ✦ Paris Velib scheme, mass availability of bikes
- ✦ Drastically improve onroad network, including beside tram
- ✦ Cycle carriage on the tram
- ✦ Widespread bike parking onstreet and at all destinations
- ✦ Colour on all cycle lanes/ASLs, and properly maintained
- ✦ Car parking ban in all cycle lanes

[for more, see www.spokes.org.uk - downloads - submissions local]



Commuting in Edinburgh Lothian Rd; and in London Camden



needs commitment to roads which feel welcoming and safe - as the Mayors of London and Paris are promising [p4]. Yet in Edinburgh even existing plans are threatened - notably the £4.6m **Key Connections to Edinburgh** Sustran project [p8] for which Spokes fought so hard in recent years.

In contrast **London**, already investing double all Scotland, and with bike use already doubled, is budgeting an amazing **£500m** over 10 years, for 12 ‘super-cycleways’ into the heart of the city, local suburban networks, and a central-London Velib scheme [G 9.2.08, www.london.gov.uk].

Please lobby MSPs/councillors about cycling investment.

Stop press: Spokes wrote to Council Leader Cllr Jenny Dawe about the imminent council budget [see our website, news, for our letter]. She replied “*Our manifesto commitment and Spokes’s powerful arguments will inform development of the budget.*”

Help SPOKES, other cyclists, and yourself by writing to your MSP, MP, councillor and the press every so often. See back page for contacts. Ask your MSP / MP to raise your questions with the relevant minister. 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 Rides - 'Twenty Milers' Mainly paths and quiet roads, some Sat'days 10-3. Mike Lewis 343.2520 ml@ml-consult.co.uk.

Very Easy - 'TryCycling' 5-15miles, paths, quiet roads. 10am last Sun of mth. www.trycyclinginedinburgh.org.uk 558.2647
Go Bike! Strathclyde Cycle Campaign rides. 1st Sunday + some others. www.gobike.org 07932.460093 info@gobike.org.

More Edinburgh rides/events www.cycling-edinburgh.org.uk

Mar 19 Spokes Spring Public Meeting - see page 3.

Apr 8 Scottish Transport Plans [esp S.E.Scotland] Transport Minister Stewart Stevenson MSP. 7.30, Quaker Mtg Hse, 7 Victoria Terrace. Check at www.capitalrail.org.uk 558 8042.

Jun 9-13 Sustrans Annual Celebration Ride - in Scotland vickie.robertson@sustrans.org.uk 0117 9150125.

Jun 14-22 National Bike Week www.bikeweek.org.uk, with local info at bikeweekinedinburgh.info. NBW includes...

Jun 18 [provisional date] **Spokes Bike Breakfast** 664.0526.

Sep 14 www.pedalforScotland.org Glasgow->Edinburgh.

INFO & RESOURCES

Bike Scotland Book 2 We love Fergal MacElean's bike route guides, this one *Highlands and Islands*. Pocket-size, well presented, clear outline maps, and environmentally aware with rail or bike-bus access to all routes [a few need extra legwork!] ISBN 0 9550822 8 5 pocketmountains.com.

NICE Public Health Guidance 8: Promoting and Creating Environments that Encourage Physical Activity [download free, www.nice.org.uk] Medical costs of UK physical inactivity are estimated at £8bn a year and this *National Institute for Clinical Excellence* Guidance tells consultants, councils and all involved in town or building design to give cyclists and walkers top priority [G 23.1.8]. Essential reading!

School cycling ideas DVD: schools-scotland@sustrans.org.uk.

Carfree UK - created by planners/researchers to promote carfree development. NB: after two pioneering developments years ago, Edinburgh seems to have lost interest, in contrast to the position in Europe and in England. www.carfree.org.uk.

Transition towns - communities working towards a more self-reliant future, in the face of climate change and peak oil. www.transitiontowns.org www.transitioninedinburgh.org.uk [soon].

Sustainable Transport - Excellent international magazine - download at www.itdp.org. Issue 19 features Paris & London.

SPOKES BULLETIN INFORMATION

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SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2008, even if there are no changes. Do it now! Members not receiving a renewal form are up to date for 2008.

SPOKES & RELATED**CONSIDERATE CYCLING CAMPAIGN**

Our Bike Polite campaign [Spokes 98] brought wide interest and considerable favourable publicity, with requests to use /develop the ideas from councillors and even other councils.

Some members were critical, pointing out that motor traffic is the source of road danger. But this we always highlight - indeed our Bike Polite poster reports that although 73% of motorists say driving significantly over the limit in built up areas is *very serious*, 53% admit to doing it! Each year UK drivers kill 80 pedestrians *on pavements*; most years cyclists kill none. But that is no reason for us to be inconsiderate to pedestrians - or even to motorists. And every motorist who is annoyed becomes a potential danger to other cyclists.

The campaign also boosts our political credibility, so other lobbying becomes more effective. Indeed, 70% of attendees at our autumn public meeting felt the campaign's top benefit was to improve the image/influence of cyclists and Spokes.

Police road safety manager Paul Richardson told us they do get complaints about cyclists, but "*just as many on motorist behaviour*" [EN 2.11.7]. The police are now looking into a *respect other road users* campaign, with special focus on motorist awareness of cyclists. They again confirmed that the motorist is most often at fault in cycle/motor crashes.

Send your comments on the campaign to: imaxwell@gn.apc.org.

ANNIVERSARY TIME

Following the **Spokes 30th anniversary** [Spokes 98], this Bulletin marks **20 years** since **Hilary and Philip McDowell** first risked their house and sanity as the base for a Spokes mailout - since when it has seen some 200,000 envelopes stuffed - with well over half a million Spokes Bulletins!



photo: Mike Lewis

Autumn 2007 brought **Stuart Threlfall's 10th year** leading Spokes Sunday rides, celebrated by a treasure hunt - here causing some head-scratching on Roseburn path. Stuart calls the rides *Explore, Dream, Discover* - to find out why, sign up at www.snowcycle.co.uk for his very special circulars for those who go on the rides - or hope to one day!

BICYCLE FUNDAYS MATERIALS AND IDEAS

See the new website Bicyclefundays.info for downloadable resources on running Bike Fundays - mainly for children/schools. By www.trycyclinginedinburgh.org.uk and others.

LEITH-PORTOBELLO: SPOKES £200 PLEDGE

Spokes has pledged £200 to a Portobello-Leith cyclist route. Whilst such routes are a Council responsibility, our pledge is a symbolic one to support local group **Greener Leith**, who are campaigning to speed the process. Our pledge helps their case with larger potential contributors. We have tied the pledge to route-signing, an oft-neglected aspect. An initial Greener Leith priority is proper ramps to Leith/Seafeld section - one existing ramp was in fact created some years ago by Spokes volunteers Peter Hawkins & Malcolm Bruce!
More info: www.greenerleith.org; www.pedal-party.org.uk.

March 19 Spokes Spring Public Meeting**Climate Change, Oil Supply & Cycle Policy**

Augustine United Church, Geo. IV bridge. 7.30, open 6.45 for coffee, stall, chat. *Info:* jackieh@waitrose.com 664.0526.
David Somervell, University of Edinburgh Energy Manager
Dr Mandy Meikle, Depletion Scotland
Kirsty Lewin, government Sustainable Transport Team head
 The climate change and peak oil challenges will be outlined; we will be told how government cycling policy intends to respond; then time for questions and debate.

Background - The *Intergovernmental Panel on Climate Change* has published the final report of its current series [4th report, *Summary for Policymakers* at www.ipcc.ch]. It reviews climate change data, the causes, the projected impacts, and how to adapt and to mitigate. For **peak oil** and the future of **oil supply** see www.depletion-scotland.org.uk, www.peakoil.net.

NEW CYCLE OFFICER!!

This vital post, vacant over a year [Spokes 97] is at last filled. If you helped by lobbying councillors to advertise a 3rd time, thank you! **Chris Brace** is a transport professional [formerly of Atkins Consultants] with a strong personal interest in cycling, including long-term voluntary Bike Station involvement. Chris's boss is **Caroline Burwell**, who did a great interim double-job, notably the vital applications to secure Edinburgh £800K in 07/08 from Sustran for key routes to/from the city [p8].



Of course, what any officer can achieve depends hugely on the lead and priority for cycling coming from the very top ... **and the Council's City Development Dept need a much stronger commitment if they wish to be seen as a modern European city like London or Copenhagen** [p1, p8].

CONSULTATIONS

Find all consultations at ... www.scotland.gov.uk/consultations.

Scottish Climate Change Bill [ends 23 April] 244.0732

The big question is if the SNP will stick to its manifesto promise of 3% annual cuts, or just commit to a 2050 target. As the report *Living Within a Carbon Budget* says "It is an act of... irresponsibility continually to refer to a 2050 target as the key driver ... The real challenge is making the radical shift to a low carbon pathway by 2010/12" [www.tyndall.ac.uk]. Also please comment on cycling and transport policies!

National Planning Framework 2 [ends 15 April] 244.7610
 Most controversially, nine major projects are listed, whose 'need' is deemed to be proved if the Framework is accepted - so planning applications will only cover their detail. They include airport expansion and the second Forth Road Bridge but no Scotland-wide initiative on sustainable transport!

Scottish Road Safety Strategy [25 April] 244.0848

An early outline document to identify priorities, how to tackle them, and how they should be paid for.

Cycle Infrastructure Design Spokes has commented on the UK and SESTRAN draft design guides [now ended]. Our comments are at www.spokes.org.uk/downloads-technical.

THE NEW QUOTABLES

[Ref: www.scotland.gov.uk/publications/2007/11/13092240]
 Every government brings a new set of objectives, targets and other buzzwords. The SNP administration is no different!

When writing to government or councils it's always worth quoting any of these that help support your case, to show that your ideas will help deliver these ambitions.

Scotland now has a **National Performance Framework** [details at the above web link, chapter 8]. The NPF includes...

One single national purpose: "to focus the government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth"

Five strategic objectives: *Wealthier and fairer; Smarter; Healthier; Safer and stronger; Greener.*

Seven areas of high-level targets: Sustainability targets are to reduce emissions by 2011 with 80% reduction by 2050.

Fifteen National Outcomes: including...

"We live longer, healthier lives"

"We live in well-designed sustainable places where we are able to access the amenities and services we need"

"We reduce the local and global environmental impact of our consumption and production."

Forty-five Indicators and Targets: including...

No.4 "Reduce the proportion of driver journeys delayed due to traffic congestion"

No.14 "Reduce rate of increase in proportion of children with body mass index outwith healthy range by 2018"

No.32 "Reduce overall ecological footprint"

No.36 "Increase the proportion of journeys to work made by public or active transport"

No.37 "Increase the proportion of adults making one or more visits to the outdoors per week."

WHAT IT MEANS FOR COUNCILS

The government and local councils have agreed a *Concordat* [See *Concordat* at the above web link]. Under this, every Council must come to a *Single Outcome Agreement* [SOA] with government by April 2009, then report annually on progress to meeting it. The SOA must cover all council services, and define **Local Outcomes** based on the National Outcomes but also taking account of local priorities, and with a consistent framework between councils. Presumably there could be eventual penalties for councils who fall short of their SOA Outcomes, but nothing is said about this.

For Spokes and for concerned individuals it is vital to influence the contents of each council's SOA - these will be consulted on. Once an SOA is agreed, its Local Outcomes will be essential evidence to quote when writing to officials and councillors - but meantime quote the National Outcomes above, as these will underpin local SOAs.

MORE QUOTABLES

When contacting politicians, also remind them of manifesto promises - especially if they aren't living up to them!

For Holyrood [controlled by SNP with limited Green support] the SNP manifesto aimed for journeys to be "year on year ... greener, safer, easier" and promised to "promote ... walking and cycling." The **Greens:** "We want cycle funding to quadruple by 2014 to at least 4%" [of the Scottish transport budget].

For Edinburgh Council [LD/SNP coalition] the **LibDem** manifesto famously promised to "Make Edinburgh a model cycle-friendly and walk-friendly city" [but see p1] although the SNP Edinburgh manifesto hardly mentioned cycling.

For more manifesto quotes see Spokes 97, page 5.

LOCAL NEWS

Please contact your councillors [you now have 3 or 4!] about matters that concern you. See page 8 for contact info.

100s OF EDINBURGH COMMUTER CYCLISTS!

We counted traffic on 20.11.07, a comparable day to our 2006 survey. Combining the 4 main sites [in Lothian Rd and Geo IV Bridge] bikes were up from 10.5% to 11.2% of 8-9am traffic. But most significant is the consistent high bike use - almost equalling our summer figure of 11.9% in May 2007. [Full results on our website in *downloads - technical*].



Photo: Dave du Feu

On 4 December we interviewed 77 rush-hour cyclists on Middle Meadow Walk, to find out who all these people are! 88% were aged 30-59, 91% were cycling to work, and 79% did the journey every weekday. 73% had access to a car for the journey, though many would have had parking problems. The picture is of a regular and growing adult cycle commuter population - a major contribution to reduced congestion.

It's time senior staff in City Development and councillors took this seriously. Getting to work on time and reducing congestion for buses and other road users is an economic issue as much as a health and environment one. And if our evidence isn't enough they should look at the UK government *Guidance on the Appraisal of Walking and Cycling Schemes* [3.14.1 at www.webtag.org.uk] which shows cost/benefit ratios way above those of most other transport schemes.

With Lothian Road commuter bikes already at 15% of all northbound traffic the council is long overdue to take radical action, as in London, Copenhagen or Munich, and grow that 15% much further. Speak to your councillor!!

COLOURED SURFACING *Spokes thanks cyclists who continue to lobby councillors on this vital element in the council's success in raising bike use.* At the December Cycle Forum we were told the **Mound lanes** would be resurfaced soon - but the map of where else colour will/won't be allowed is delayed for tram updates. We argue *all* onroad facilities should be coloured, but may reach a compromise where the great majority are. Officials said our suggested principles [www.spokes.org.uk - *downloads - technical*, 22.10.07], stressing both *promotional* and *safety* aspects, were probably acceptable. Transport convener **Cllr Phil Wheeler** also told the Evening News [4.6.07] "*coloured cycle lanes aren't under threat because they exist to protect bike users*".

GAS GUZZLING Edinburgh Council is to link parking charges to vehicle emissions, following a motion by Green councillors [H23.11.7]. Some London councils already do this.

FOMBL If you're interested in cycling issues in south central Edinburgh, why not join **Friends of the Meadows & Bruntsfield Links**. *Details/meetings:* hm.goodare@virgin.net.

TRAM-PLED?? Tram/bike negotiations continue. **We are greatly helped by emails/letters from you to councillors** - they keep up the profile and understanding of this vital matter, whose impact on getting around in just 2-3 years will be huge.

An example came when Green councillors proposed an amendment to guarantee conditions for walkers and cyclists would not be worsened, and that bike carriage (especially off-peak) would be re-investigated. The amendment was agreed, and the motion passed by all parties except the SNP, showing that councillors do understand there are serious cycling issues.

Our feeling is that **TIE**, the council's tram promoters, will genuinely do all they can - **but** only within a context where tram is top, buses second, walkers and car-parking third, and bikes last! Thus we *will* get lots of advanced stop lines, but a narrow uphill Leith Walk bike lane (as 2 car-park lanes get higher priority) and may lose Princes St bike lanes. Constitution St is a massive problem, with trams next to the kerb.

Frustratingly, most of the advice of the **Dutch consultant** called in by Spokes/TIE has been rejected - due to the above context. But it was a useful initiative, generating more understanding, without which the onroad plans would be yet worse.

Unlike TIE, the tram operators **TEL** seem very negative. We used the Freedom of Information Act to get TEL's lengthy report on bike carriage. It completely fails to look at how European trams have dealt with the problems which TEL anticipates. However it does look in detail at how European systems have provided bike parking - which TIE is in any case intending to install at nearly all stops!

If all this worries you, contact your councillor again!

FOUNTAINBRIDGE The long-awaited conversion of Gardners Crescent roundabout to traffic lights, with a toucan crossing from the canal towards the West End, is getting closer, with nearby buildings approaching completion. The Council is also considering cycle lanes from there to Telfer Subway or beyond - which could also help reduce pressure on the parallel canal towpath. **Please ask your councillor to press for this - and of course, with coloured lanes to maximise their appeal and safety.**

EDINBURGH UNIVERSITY The university caused consternation last autumn, consulting on a central-area *Public Realm Masterplan*, by **Ironside Farrar**, which almost totally neglected cycle routes and access - despite the huge numbers of cyclists, and the university's own policy to encourage staff and student use of environmentally responsible transport.

Spokes, and many university cyclists, were amazed, and objected in strong terms. Ironside's plan seemed strongly influenced by **Streetscape fashion**, which seems incapable of knowing what to do with cyclists - and so forgets them, let alone thinking about promoting more use of bikes.

This is also bad economically for the university since the Council only permits development based around sustainable transport. It also threatens Edinburgh's recent placing as one of the UK's most environmentally advanced universities.

But the weight of objections seems to have had an effect! Southside Community Council was recently told that the university now plans a spine pedestrian/cycle route from central Meadows to Chambers Street, via George Square area.

FORT KINNAIRD / A1 JUNCTION The slip road roundabouts are to be replaced by traffic lights, an excellent move, but the council is not including Advance Stop Lines on Newcraighall Road at the junctions. This despite a **Lib Dem manifesto commitment** to ASLs at "*all traffic lights*" [Spokes 97]. If you use this road - contact your councillor.

CYCLESARE/VELIB Thanks to a motion by Cllr **Iain Whyte** [Con], Edinburgh Council is studying the feasibility of a scheme similar to the immensely successful Paris Velib [Spokes 98, www.velib.paris.fr]. London and Glasgow are also investigating the idea. More on such schemes can be seen at en.wikipedia.org/wiki/Community_bicycle_program and in magazine 19 [Fall 2007] at the excellent www.itdp.org.

If you have ideas/comments for an Edinburgh scheme, please email the council's consultants... SCS@halcrow.com.

Velib should be part of a wider commitment to cycling and a car-reduced city. Paris Mayor **Delanoe**'s vision is to cut motor traffic 40% by 2020. London Mayor **Livingstone** is investing £35m a year in cycle infrastructure - twice the total in all Scotland, and soon rising to £50m [p1]. To achieve full success, potential cyclists not only need easy access to a bike - they must also feel safe and welcome on city streets.

ONSTREET BIKE PARKING There is delight at the Sheffield Racks recently installed in central Edinburgh - 100 racks, in 35 locations from Gorgie Farm to Rose St, from the Zoo to Marchmont [see list at www.spokes.org.uk - downloads - Spokesworker 22.10.7]. **This is fantastic - and cheap! It also makes getting about by bike much easier, and helps local shops.** Only Princes St is debarred - thanks to Streetscape philosophy. **The Council is identifying more sites - send ideas to** Caroline.Burwell@edinburgh.gov.uk. Please *do* include parts of Princes St that help *you* - and lobby your councillor!



Picture: Rose Street racks. In the foreground - a 1986 council rack [paid for by Tiso's]. Note how streetscape fashions change: the old design wouldn't be allowed now, and nor would today's design have been allowed in 1986 - again for aesthetic reasons! **And these are the same people who decide where coloured surfacing will be allowed, on the grounds of aesthetics.**

MOUND PARKING SCANDAL! A council working party on bus priority, with police, bus and Spokes representation, recently recommended Mound double-yellow lines. But a report to the Transport Committee did not mention this! Questioned by Green councillor **Steve Burgess**, the Director of City Development **Andrew Holmes** admitted he had vetoed it - "*with my economic development hat on*."

Labour transport spokesperson Cllr **Ricky Henderson** then told councillors that the Mound (parking & colour) had been a big issue at the **Spokes Council hustings**, that all speakers were sympathetic, and it would be hypocritical to forget that. The Council then told the Director to prepare a new report! - though the final outcome remains uncertain.

We compliment Cllr Burgess on his perspicacity and Cllr Henderson on his honourable memory. Also thank you, Spokes members, for attending and speaking up at our public meeting - you didn't waste your evening!!

A90: EDINBURGH - FORTH BRIDGE Following our last report on this dreadful path [Spokes 98] Transport Minister **Stewart Stevenson** MSP, questioned in Parliament by Green MSP **Patrick Harvie**, stated he is willing to discuss the matter with Edinburgh Council. There would be little point in such an offer unless a funding contribution was possible. Indeed, otherwise the original statement by Cabinet Secretary **John Swinney** MSP that, in connection with Forth Bridge toll-removal, "*we will continue to invest in initiatives ... such as cycle links*" is just verbiage. Spokes has written to Edinburgh Transport Convener Cllr **Phil Wheeler**, reiterating the reasons why the government should contribute, and urging him to take up the offer of a meeting. If the route concerns you, have a look at our letter [www.spokes.org.uk - downloads - submissions] then write to Cllr Wheeler and to your MSP.

Letter to John Swinney from constituent Tom Lamb, who parks at Rosyth and cycles into Edinburgh: "*My previous letter to you had no effect - no lighting, a narrow, dangerous path where cyclists cannot pass 2 abreast, cyclists despair trying to use it. This provision (a national route from the Capital to the Forth Bridge) is a national disgrace.*"

Meanwhile, the SNP government has confirmed plans for a second **Forth Road Bridge**, the cost having risen to around £4bn. This latest *increase* is twice the *total* cost of Edinburgh tram, or 60 years of Scottish cycle project spending. And all this to double the amount of traffic crossing the Forth! Can the Climate Change Bill [p3 - Consultations] really be serious??

EAST LOTHIAN

In 2006 we highlighted the dire central-island pinch points built near Musselburgh racecourse [Spokes 95]. Many local cyclists also wrote to councillors. **Rarely has a council reacted so positively to complaints!** Going way beyond the original complaint, the council now has a **Cycle Forum**, cycle **policy**, cycle **budget**, and is to employ a cycle **officer**.

There has been a major reassessment of **central islands** - and a new A1087 scheme near Dunbar [photo] is an excellent trial! A 2m coloured advisory cycle lane leaves only 2m for the traffic lane. So, since drivers may have to encroach into the cycle lane, they now have a strong incentive to think of cyclists. The ideal answer, of course, is not to install central islands except on wide roads, but when they are deemed essential, as at some pedestrian crossing points, then this is a solution [www.spokes.org.uk - downloads - technical].



We compliment Cllr Norman Hampshire [Lab] who set up the Cycle Forum and Cllr **Paul McLennan** [SNP] who now chairs it. It is an interesting contrast with some other local councils where traffic schemes pay little attention to cyclists. **Disgracefully, in councils across Britain it is often only thanks to one or two top officials or senior councillors that policies on cycle use are really taken seriously, and reflected in spending and action.**

photo: Dave du Feu

photo: Mark James

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! SPOKES SUMMER COMPETITION !

Tell us your *favourite bike facility in Edinburgh or Lothian* - bike parking, a path, onroad lane, junction facility, or whatever - and *WHY* it's your favourite. A photo is welcome (one) but not essential. The competition will be launched in the summer Spokes Bulletin [join to be sure you get it!] and judged at the end of summer. *Entries not accepted yet* - but get thinking!

PRIZES INCLUDE: £50 **Bike Station** voucher (e.g. use for refurbished bike, personal training or workshop fee+new parts); **Bike Co-op** Revolution Stow Expert rucksack; **Bicycle Works** Tool-bottle and tool; **Engine Shed** drinks and cakes; & more.

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SPOKES 12th ANNUAL SCOTTISH CYCLE FUNDING SURVEY

Spokes again surveyed Scottish mainland councils and transport partnerships on cycle project capital spending [06/07] and budgets [07/08]. For 07/08 all funding rules are unchanged, so to save time for hard-pressed cycle officers we only asked limited questions [hence a table of individual councils is not shown]. As expected, **total 07/08 cycle spending is very similar to 06/07**. Within this, **RTP cycle investment has risen again - forming 25% of the Scottish total - but is now under serious threat** [see below].

2008/09 AND BEYOND

Next year sees huge changes in funding methods, due to the SNP government Spending Review. **We fear cycle projects will suffer badly** - see our guess in the table below. *Our survey data forms an invaluable baseline against which we will judge whether the government is in effect increasing or, as we suspect, cutting cycle project work in 08/09.*

SOURCES OF CYCLE FUNDING

The table summarises the main sources of Scottish cycle project funding, also showing recent patterns of change. The table omits SG trunk road cycle projects - these figures are too difficult to disentangle from overall costs.

Source	actual (£m)				budget guess	
	03/04	04/05	05/06	06/07	07/08	08/09
Council cap*	0.8	1.1	0.8	0.9	0.9*	up?
Cycle CWSS	1.5	1.6	3.0	3.3	3.1	3.1
PTF	3.6	3.5	3.4	0.7	0.0	0.0
Sustrans	2.5	3.5	2.0	7.8	7.8	down
Partnerships	0.8	1.1	1.1	3.4	4.9	down?
Cycling Scot	0.0	0.0	0.3	1.6	1.6	down?
Other*	0.8	1.1	0.9	1.1	1.1*	up?
TOTAL	10.0	11.9	11.5	18.8	19.4	down

*Not surveyed 07/08 - assumed similar to previous years.

COUNCIL CAPITAL FUNDING

Cycle spending from councils' own transport capital funds has been static, and very low, in recent years. In theory it will leap up next year, because the government is giving

formerly 'ring-fenced' funds, such as much of the RTP and Sustrans money, direct to Councils. However, Councils can spend this new money on anything - and leaky school roofs may take priority! **It is vital to lobby councillors on the use of this money.** Some councils may pass it to RTP projects. Otherwise, the best hope is that councils genuinely do work to the new government's Outcomes and Targets [p3] - such as, "We live longer, healthier lives".

CYCLING, WALKING, SAFER STREETS [CWSS]

This government allocation of £9m goes to councils, who decide how much goes to C or W or SS. Lately 30-35% has gone to cycle projects, with much of the rest to traffic calming and walking. CWSS has problems [Spokes 93,96] but until it was introduced [by Edinburgh MSP Sarah Boyack, then Transport Minister] some councils spent little or nothing on cycling. The new government is keeping it for 08/09 and perhaps permanently [but see Spokes Proposals below].

PUBLIC TRANSPORT FUND [PTF]

PTF, now ended, was the biggest source of cycle funding - especially for large-scale and integrated projects, though its role only became known thanks to our surveys! [Spokes 93].

SUSTRANS SE CYCLE PROJECT FUNDS

Thanks to a massive Spokes campaign [Spokes 93] Sustrans money rose greatly in 06/07 [see table] but the Spending Review means most of this will end. Some small increases may come from partnership with government public health and climate change departments, but on a much lower scale.

REGIONAL TRANSPORT PARTNERSHIPS [RTPs]

The former government gave RTPs £35m in 06/07 and in 07/08. RTPs allocated significant sums from this - 14% this year - to regionally important cycle projects. The stars are **Nestrans, Sestran and SWestrans**, all allocating well over 15%. But the future is highly unsure as the new government is giving the money to councils instead [see p8].

OTHER FUNDING

This includes developer contributions, local enterprise companies, Europe, lottery, and non-transport council funds. In 08/09 there may also be **Sustainable Town projects**, via the government Sustainable Transport Team budget.

WHAT CYCLE OFFICERS SAY

We asked cycle officers to comment on funding methods.

The great concern, as every year, is for **long-term certain cycle funding**. There is huge frustration at the time wasted not knowing what will be available when, and then having to spend at short notice. This pressurises staff and limits project ambition. Land acquisition, consultation, tendering and design problems can all derail or even preclude a project.

A big new fear this year is possible **loss of ring-fencing** under the new government spending regime. Whilst there are problems with CWSS, Sustrans and RTP money, cycle spending could fall substantially if any of these sources end, as local political support for cycling is often limited. Some officers wanted a new dedicated cycle-only funding stream.

Several officers said **procedures** for claiming/ monitoring outside funds [government, Sustrans, RTP] were bureaucratic - and made worse as each body used different methods.

Other comments included...

- ☐ inadequate political or senior-level leadership on cycling
- ☐ inadequate staffing to use capital funds effectively
- ☐ CWSS should be better audited to ensure proper use
- ☐ need incentives to make all traffic schemes bike-friendly

SPOKES PROPOSALS

Our comments on the **Scottish Government draft budget** relied heavily on our survey data and views of cycle officers.

We proposed [www.spokes.org.uk - news - submissions] ...

- ☐ **CWSS funding** - vital for local small and medium cycle projects - should be raised, and guaranteed for all 3 years. But it needs revised to incentivise councils to spend or raise additional funds - particularly as RTP and other formerly ring-fenced money is now given to councils.

- ☐ **A new government £20m a year fund** for major cycle projects - open to bids by councils, partnerships and outside bodies like Sustrans and rail operators.

If Scotland is to take cycling seriously, funding increases must be substantial - though small in terms of the total transport budget. If doubled or trebled, cycle spend would still form only a mere 2-3% of the transport budget, well under many European countries [e.g. Netherlands 5-6%].

However that level, £8-£10 per head, if consistently applied over several years, would make a real difference to bike use, and to government outcomes and targets on obesity, climate change, congestion and energy security. Please lobby your MSP about this - see p8 for contacts.

HELMET COMPULSION

Another sign of a new positive and evidence-based English attitude to cycling [p1] came when helmet compulsion was yet again proposed by an MP. Minister **Jim Fitzpatrick** replied, "*lives saved by helmet compulsion would be dwarfed by the loss of life caused by sedentary lifestyles.*" Such a response would have been unthinkable in the past. For evidence on helmets/compulsion see www.cyclehelmetts.org.

YOUR LOCAL POLITICIANS

Write to your local MSP or Lothians Regional List MSPs at: Scottish Parliament, Edinburgh EH99 1SP. 0131.348.5000. **or email:** firstname.secondname.msp@scottish.parliament.uk. For example, Sarah.Boyack.MSP@scottish.parliament.uk.

LABOUR

Sarah Boyack, Ed Central
Malcolm Chisholm, Ed North
Mary Mulligan, Linlithgow
Rhona Brankin, Midlothian
George Foulkes, List
Iain Gray, East Lothian

SNP

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

LIBDEM

Mike Pringle, Ed South
Margaret Smith, Ed West

INDEPENDENT

Margo MacDonald, List

CONSERVATIVE

David McLetchie, Pentlands
Gavin Brown, List

GREEN

Robin Harper, List

To find name/address/email of your local councillor...

www.edinburgh.gov.uk 0131.529.3186

www.midlothian.gov.uk 0131.270.7500

www.westlothian.gov.uk 01506.775000

www.eastlothian.gov.uk 01620.827827

Email councillors as: firstname.surname@councilname.gov.uk
e.g. Phil.Wheeler@edinburgh.gov.uk. Except that East Lothian email is initialsurname e.g. jross@eastlothian.gov.uk.

Write to Ed councillors at: City Chambers, High St, EH1 1YJ

Who runs your council? [* = majority in council is zero]

Council	Power	Transport Convener
Edinburgh	Lib/SNP*	Cllr Phil Wheeler, LibDem
E. Lothian	SNP/Lib	Cllr Paul McLennan, SNP
W. Lothian	SNP/Ind	Cllr Martyn Day, SNP
Midlothian	Labour*	Cllr Russell Imrie, Lab

Sustran: Cllr Russell Imrie, c/o Midlothian Council [above]

Westminster MPs, European MEPs, and more useful info:

www.writetothem.com, www.theyworkforyou.com

www.mysociety.org, politics.guardian.co.uk/askaristotle

ESSENTIAL CONTACTS

Adult cycle training: 668.1996 ruairidh@thebikestation.org.uk.

Traveline Scotland: rail, bus, ferry info [to include cycle aspects and cyclemap leaflets?] 0870.608.2608 www.traveline.org.uk.

Potholes, glass on cycle routes, broken lights, etc anywhere in Lothian [including Edinburgh], or Falkirk District:

[Use nearest lamp-post number to report exact location].
www.edinburgh.gov.uk - transport - Clarence or 0800.232323.
Or use www.fillthathole.org.uk and www.clearthattrail.org.uk.

Bad glass/dumping [Ed only]: Rapid Response 0800.100.3366

Taxi issues: Inspector, 33 Murrayburn Rd EH14 2TF. 529.5800.

Dangerous drivers, mobiles, drink-driving, speeding, and other road crime: Freephone Crimestoppers 0800.555.111.

Emotional/practical victim support: RoadPeace 020.8964.1021

SESTRAN & RTPs

South East Scotland Transport Partnership has a great record on long-distance cyclist routes in its two first years, including **Eskbank-Dalkeith**, completion of **Gorebridge-Dalkeith**, **A89** path extended to **Livingston** and work in **Borders, Fife** and **Clackmannan**. This reflects a generally bike-friendly approach by the new **Regional Transport Partnerships** [p7]

Spokes had a huge success in 2006 [Spokes 94] when Sustran agreed the £4.6m **Key Connections to Edinburgh** multi-year project of high quality routes linking the city with adjacent areas, for which we had lobbied long and hard. Decent routes to Fife, and West, East and Midlothian are all desperately needed - notably the A90 [p5] and the A8. The first £300K was spent in 06/07. Sustran had money problems in early 07/08 [Spokes 97], but thanks to **Cllr Wheeler**, a big effort by Edinburgh Council's **Caroline Burwell**, and our lobbying, £800K was secured - albeit to be spent in just 4 months. This is building **A8 paths** [north and south sides, Ratho Station to airport area], **Queen Margaret College link, A772**, and [perhaps more questionably] the **A8000** footway.

IS THERE A REGIONAL FUTURE??

The new SNP government astounded everyone by deciding that RTPs [with the strange exception of Strathclyde] will get no more capital funds - the money instead goes to councils, to spend anywhere - even not on transport [LTT 20.12.7]. At worst, this could end any regional approach to transport, with money only being spent inside local boundaries, and no future for projects like **Key Connections to Edinburgh**.

In some areas councils have agreed to pass the money back up to their RTP [e.g. Nestrans] but the position for our Sustran RTP is very unclear. We are fearful that cycle money - particularly **Key Connections to Edinburgh** - will suffer. **Ask your councillor to ensure this does not happen.**

Furthermore, under the previous Scottish government RTP funds had been expected to *rise* significantly, with the new RTPs told to prepare regional transport strategies and plans. **Now any such extra money stays within the government** - we suspect it is needed for the big cost increases on the M74, Aberdeen Bypass and planned 2nd Forth Road Bridge!

SCOTTISH PLAUDITS

HITRANS, Highlands and Islands RTP, has been praised by **Highland Cycle Campaign** for its major *active travel audit* of main towns to identify barriers to, and opportunities for, more walking/cycling. www.highlandcyclecampaign.org.uk

Fife Council won **Best Council Award** in the UK Cycle-Rail awards 2007 for its new Glenrothes-Markinch cycleway - a service to the community and a new market for ScotRail.

CYCLING IN EUROPE

Mayor Ritt Bjerregaard of Copenhagen where cycling levels are already very high... "*Giving cars priority is a thing of the past. From now cycling will be taken more seriously.*" [Politiken.dk 9.1.08; story in www.cycleliciousness.blogspot.com]

Mayor Delanoe of Paris has a vision to cut traffic 40% by 2020 and a bike policy aiming for a new sense of "*pleasure, freedom, innovation, and performance*" [www.velib.paris.fr].

For more European examples see Spokes 98 p7.

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[or download at www.spokes.org.uk]

Post this to: **SPOKES, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG**

Please enter your name, address, postcode...

