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NEW SCOTLAND?

What does Scotland's remarkable election result, with an overall SNP majority, mean for cycling as a form of transport in Scotland? There are some very positive signs and some equally big worries.

Most importantly, the government in March put before Parliament its *Report on Proposals and Policies* [RPP] to meet Scotland's 2010-2022 statutory climate emissions targets; this included a 'milestone' that **at least 10% of journeys are by bicycle by 2020** [RPP 6.3]. The RPP sits in a statutory framework, the climate change law, so the milestone is a valuable statement of intent - and it would be embarrassing to remove as the SNP set it themselves.

Current *policies* to meet the milestone include CAPS, the *Cycling Action Plan for Scotland*, with its 10% 2020 target (but no clear path or funding analysis to get there).

The RPP *proposals* include "infrastructure of a level and quality found in Sweden and Germany..." [RPP 6.32]; and travel-plan advice for all households and large workplaces, though such advice, to achieve its potential, needs "measures to improve cycling infrastructure" [RPP 6.31].

However the bold 2020 RPP target can only be met by a big rethink on investment amounts and methods.

Spokes estimates £50m p.a. as the minimum amount to give any hope of reaching the target [p6 & Spokes 109], yet current investment is around £20m. And current funding methods give too little support to those councils (and others such as BWB) who are ambitious to boost bike use, whether through paths/lanes, soft measures or proper integration with road and public transport opportunities.

A second big positive is the SNP manifesto promise to "increase the proportion of transport spending on ... active and sustainable travel" - though no figure is given.

We are delighted that the powerful lobby group *Stop Climate Chaos Scotland*, which represents 60+ Scottish



organisations, has adopted as one of its four top climate messages that **10% of transport budgets should go to cycling/walking** [www.stopclimatechaos.org/scotland]. That would transform *every part of Scotland* by 2020; and at no more cost than one S.E.Scotland £1.6bn bridge! *ctd p8*

INSIDE THIS SPOKES BULLETIN

- ◆ **Sustrans pull-out supplement** [centre page]
- ◆ **Spokes Summer competition** – great prizes!! [p2]
- ◆ **Bike Breakfast** - 22 June [p2]
- ◆ **Weans on Wheels** – at your school/playgroup [p2]
- ◆ **Annual cycle funding survey** – early results [p6]
- Stop Press: Spokes vindicated on Princes St cobbles** [p4]

SEEING RED

Consultation on Edinburgh's first *Quality Bike Corridor* plans [Spokes 105] found 75% support; and work should begin late this year. Spokes is pleased with the post-consultation changes: notably a 20mph limit from West Mayfield to West Preston Street, wider bike lanes outside parked cars, and better KB access. **Thanks if you wrote!**



Red surfacing at Teviot Place: it works!! photo: DdF

The last big problem is that **red surfacing is planned only at some locations** [e.g junctions, side roads, by parked cars, etc] but not throughout. This is a mistake, given the aim to attract many more people onto bikes, to meet the council's Charter of Brussels target for 15% of trips by bike in 2020 [Spokes 105]. **To achieve this cycle facilities must look, feel and be safe and welcoming.**

A 2005 council consultation showed unarguably how and why coloured lanes are valued and encourage more bike use, with *many comments* such as, "it is clear that many of our staff are encouraged to cycle by the safety of the coloured surfaces" and "I doubt I would have found the confidence without the strong message of the coloured lanes" [Spokes 93p3]. And research supervised by Napier Transport Professor **Tom Rye** found that "colour greatly reduces motorist intrusion into bus and cycle lanes" [spokes.org.uk – downloads – technical – local research]. *ctd p3*

WHAT THEY SAY ABOUT SPOKES

"The Bulletin is a real wake-up call to be more vocal about active travel" Manager of a tourism consultancy.

"I am extremely grateful to SPOKES - had you not taken this up, I doubt anything would have happened" Fife Spokes member, regular user of A90 path [story p7]

Help Spokes, other cyclists, and yourself, by contacting your MSPs, MP, councillors and the press every so often. See back page for contacts. Ask them to raise your question with the relevant Minister / Convener. Send us the results!

ABBREVIATIONS USED IN BULLETIN

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

FOR YOUR DIARY

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

Spokes Sunday Rides - 'Explore, Dream, Discover!' First Sunday each month, 30-40 miles. Meet 10am, Usher Hall. Lunch at pub/café, or bring picnic. We show the way, help with breakdowns, wait for the less-speedy. Your bike *must* be in good order. If under 14 you *must* come with an adult. www.snowcycle.co.uk stuart@snowcycle.co.uk 445.7073.

Easy - 'Twenty Milers' Mainly paths/quiet roads, 10am-3pm some Sats. 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

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

Jun 18-26 National Bike Week bikeweek.org.uk

Jun 18 St Andrews Ride www.leprahealthinaction.org/edinburgh-to-st-andrews-cycle-ride. 01968 682369 Ros.

Jun 19 Sustran 2 Capitals ride www.twocapitals.org.

Jun 22 Spokes Bike Breakfast 8-10am City Chambers All cyclists welcome. Stalls, rolls, tea/coffee, councillors - your chance to lobby! **Speaker:** [8.45] Transport Convener **Cllr Gordon Mackenzie**. Info: bikebreakfast@spokes.org.uk.

Sep 11 Pedal for Scotland www.pedalforscotland.org.

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

NEW PUBLICATIONS

Measuring our Progress at www.neweconomics.org.

"Studies comparing ... commuting by bicycle and by car report that cyclists find their mode of transport as flexible and convenient as those who use cars, but with lower stress and greater feelings of freedom, relaxation and excitement."

Bicycling Renaissance in North America Prof John Pucher - his work is always worth a read. For this and other studies click publications at <http://policy.rutgers.edu/faculty/pucher>.

Health on the Move 2 Evidence-based view of transport, based on public health, environment and equalities; aimed at decision-makers. www.transportandhealth.org.uk - publications

☺ THANK YOU ☺

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SPOKES TWITTER & FACEBOOK

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

SPOKES MEMBERSHIP RENEWAL

Please return your 2011 renewal form if not yet done. If you can't remember if you've renewed, please don't ask - you'll get an autumn reminder if not, and you won't miss anything.

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 October.

MY CYCLING SOLUTION

Our super summer competition tradition continues...

Cycling is often the answer; but it can bring challenges! Storing a bike, moving things, persuading employers, going north; or personal issues like "Will it help me find a boyfriend/girlfriend?" or "Why on earth am I doing this?"

We want to hear your problem - be it common, rare or exotic, and the great solution you found. We may publish good entries in our Bulletin, website or a special report.



Example: I keep forgetting where my bike is!! photo: DdF

Top entries will win one of these brilliant prizes...

Edin Bike Coop: Revolution Tune-up workstand [£89.99rrp]

Sustrans: Set of Sustrans Scotland maps

ScotRail: Return 1st ticket for 2 between any 2 Scottish stations

Lothian Buses: Ridacard for 4 week's travel

Camera Obscura & World of Illusions: Family day ticket

Scottish Seabird Centre: Family [2 adults, 2 kids] day ticket

Jupiter Artland: Family ticket + 2-adult ticket [2012 season]

Kalpna Indian Veg restaurant: £40 meal voucher for 2.

Download an entry form at the web address below - also for more on rules and prizes. Closing date: Sep 24.

See also our wonderful previous comps such as *Cycling Jokes*, *Favourite Rides*, and *How would I spend £1m*, at www.spokes.org.uk - downloads - odds&ends - competitions

WEANS ON WHEELS

The joint Spokes/Bike Station family bike commuting project aims to show parents of young children the practicalities and pleasures of commuting with kids...

Spokes resources: our **factsheet** *Family Cycle Commuting* [8-page online and 4-page paper versions] and our **web page** *Commuting with Kids* [spokes.org.uk - downloads - advice - kids]. More info: email familycyclingATspokes.org.uk.

Bike Station opportunities: [during summer 2011]...

♦ **Drop-in sessions at the Bike Station** to see and try out equipment: every Friday 1-4pm (also child bike sales)

♦ **Demonstrations** of child seats, tag-alongs, trailers etc at schools, nurseries, playgroups, etc [has yours signed up yet?]



photo: K Ivory

♦ **Whole-family have-a-go sessions** with bikes, equipment, and a professional cycle-trainer

♦ [provisional] **Meadows Cafe** - there *may be* equipment demos (and Dr Bike) here, on summer Saturday mornings.

To book a training session or school/nursery/etc demo, contact info@thebikestation.org.uk, phone 668 1996 [Ruairidh].

LOCAL NEWS [ctd p4]

If anything here or overleaf concerns or encourages you, contact your councillors! See p8 or www.writetothem.com.

BIKES 20% OF 8-9am CITYBOUND TRAFFIC

Bikes comprised 19.7% of rush hour citybound vehicles [8-9am] in the Spokes May 17 traffic survey, **18.3% on Lothian Rd** and **21.1% on Forrest Rd**. Comparison with 2010 is unreliable due to tram diversions ending, plus a Queensferry St closure causing diversion via Haymarket. Lothian Rd **motor traffic** fell, with a lesser fall in bikes, whilst Forrest Rd traffic rose. Once again, **3 cars out of every 4 had only one person**, occupying a vast amount of roadspace per person compared to bike, walk or bus.

COUNCIL INTERACTIVE TRAVEL MAP

This online map shows public bike parking, offroad routes, major roadworks updates, car club locations, etc. Search for 'interactive travel map' at www.edinburgh.gov.uk.

BIKE STORAGE PROJECT

"No storage facilities in flat, and would be unable to keep a bike in the stair. I would love to have a bike!"



Onstreet: 'Breadbin' by www.jankuipers-nunspeet.nl
www.presto-cycling.eu/en/policy-guidelines-a-fact-sheets

Our Spokes factsheet [see box below] advises on storage in your flat/tenement building/garden, but this isn't possible for all. Edinburgh Council is therefore planning onstreet solutions as part of the *Active Travel Action Plan*.

First, ten or so residential streets will get onstreet banks of Sheffield racks. Second, the Council envisages possible future widespread covered, lockable, communal storage, with a central maintenance contract. As a first step, they will pilot 5 or so installations, in places of known demand and where there is a local group willing and able to handle management and maintenance, at least for the first year or two. An application form laying out the criteria should be ready soon – Spokes will notify members but, **if interested, start talking to your neighbours and/or any local community group now!**

Factsheet, product database, updates, funding ideas..
www.spokes.org.uk – downloads – technical – tenements.

STREETPOD BIKE PARKING

Edinburgh has experimentally installed Streetpod racks at Chesser House. These allow frame and both wheels to be secured with one 'D' lock, a big plus, but they cost more than Sheffield racks, and their longevity is still to be tested through this first installation.

www.cyclepods.co.uk/products/streetpods

Photo: E Renton

SEEING RED ctd from p1

Opposition to colour is based partly on cost; but also on visual 'streetscape' reasons – a highly subjective view condemned by many in the council's own consultation in 2005 [above] – e.g. *"I can't see why black tarmac is more traditional than coloured – originally there would have been mud!"* or, from a Building Conservation Professor, *"pre-eminence of appearance over practicality will undo the work Edinburgh has done to grow cycle use."*

WHAT YOU CAN DO

If you agree, congratulate your councillors on the QBC plans but also ask them to speak to the Council Transport Convener about **red surfacing** [www.writetothem.com].

Also, **Traffic Regulation Orders** are needed for the 20mph sections and the parking controls. There will be objections, so if contacting your councillors about surfacing tell them too if you support these other points.

CANAL CONSULTATION

Edinburgh Council is consulting on its *Canal Strategy*. We're fairly pleased with how it treats cycling [we may put more points in *Spokesworker*; to members with this Bulletin]. **We urge readers to comment:** it's worth supporting what you like, as there may be objections; and say what improvements you'd like – accesses, width, drainage, improving shared-use behaviour, etc. **Send comments by 19 August to:** Kate Hopper [below] and cc to Spokes.

There will be a staffed display of the Strategy at **Spokes Bike Breakfast** [22 June - p2] and presentations in local areas near the canal. The strategy document and consultation event dates/ times/ locations, are online at... www.edinburgh.gov.uk/info/187/planning-consultations

More info: Kate.Hopper@edinburgh.gov.uk 529.6232

NEW CANAL ACCESS photo: Dave du Feu



A much-needed link from the canal to Watson Cres and Bryson Rd, via Harrison Park, is now open. This will shorten many journeys and may reduce pressure on the congested narrow towpath inwards from Harrison Park. To encourage this, **Fountainbridge cycle lanes from Bryson Road to Tollcross are needed:** also benefiting cyclists emerging from Telfer Subway and the north.

If this would help you – contact your local councillors.



LOCAL NEWS [more p3]

WEST LOTHIAN COUNCIL

Thanks to local lobbying, and government advice that cycle projects should get more priority for **CWSS funds** [p6 & Spokes 107], the council allocated its entire 2011/12 CWSS £246k to cycle or shared-use schemes, compared to £zero in some years! The £246k will also be greatly boosted with **match funds** from Sustrans and others.

Expected projects include: **Livingston-Broxburn** path completion (avoids Nettlehill Rd); **Linlithgow** - Union Rd contra-flow, and Cricket club to Bellsburn path extension; **Livingston** - 360 new network signs; **Various towns** - school travel plans, 50 Sheffield racks, etc, etc.

The council seeks future ideas – email tobias.bauer@westlothian.gov.uk [assuming CWSS not scrapped! - see p8].

EDINBURGH COUNCIL 2011/12

We are delighted how seriously Edinburgh is taking its *Active Travel Action Plan* [Spokes 108] and its 2020 targets. The Council will use CWSS money and its own cycle budget to gain match-funding from Sustrans and others, and hopes to implement these projects this year...

- ♦ **Quality Bike Corridor, Kings Bldgs to Princes St** [p1]
- ♦ **Canal LED lighting** Viewforth to Craiglockhart [June]
- ♦ **A90 Forth Bridge route** – phase 2 [see article, p7]
- ♦ **Roseburn path to Botany** via retail park toucan
- ♦ **Lochend path** access ramps improvement
- ♦ **Bike parking** along the QBC and at requested spots. [People keep asking for city-centre bike parking, but a policy agreeable to Streetscape officers is still being devised].
- ♦ **Lanes/ASLs renewal** – discussions on higher priority
- ♦ **Public Bike Counter** Middle Meadow Walk [Spokes108]
- ♦ **Leith Links** access ramp, part of Leith-Portobello route
- ♦ **Granton Access Rd-Esplanade**, Forthquarter Park link
- ♦ **Argyle Place/ South Meadow Walk** minor upgrades
- ♦ **Cultins Road underpass** solution to flooding/drainage
- ♦ **Offroad path accesses** to be assessed for drop kerbs etc

DESIGN FOR POSSIBLE 2012/13 PROJECTS

- ♦ **Meadows to Innocent** including Clerk St toucan
- ♦ **Meadows to Union Canal** [onroad improvements]
- ♦ **Canal to Roseburn path** [onroad improvements]
- ♦ **North Meadow Walk** upgrade & widening
- ♦ **Seafeld Road** cycle lanes
- ♦ **Kilgraston Rd/ Marchmont Rd** link to Meadows

THINGS WE'D LIKE ADDED TO URGENT LIST

- ♦ **Fountainbridge** - bike lanes could reduce pressure on the inner towpath, now that Bryson Rd link is open [p3].
- ♦ **Lothian Road** – bike commuters comprise 18% of citybound rush-hour vehicles [p3]. The West Approach Road junction is particularly hairy and needs early action.

EDINBURGH TRAM

The SNP majority at Holyrood guarantees no new tram funds. The whole project may now be scrapped or end at Haymarket, though the council still hopes to reach St Andrews Square. A final decision may come on 30 June.

While Spokes supports the tram principle, the detailed design worries us in places, especially **Picardy Place**, **Leith Walk**, **Princes Street** and **Haymarket**. If a tram won't now reach some/all these places for years everyone should press for a cycle rethink, now and in future plans.

Stop Press: SETTS - SPOKES VINDICATED!!

An independent safety audit of the Princes St tram work prepared for TIE [see our web link below], supports many Spokes concerns such as at the Mound crossing [below].

The safety audit also recommends removal of setts, except inside the tramlines - vindicating our concerns [Spokes 107]. Ideally they'd come out entirely - *they are yet another example of subjective 'Streetscape' dogma taking precedence over cycling policy and common sense*. Traffic is to be banned from the area if trams arrive, but it remains a clear hazard e.g. if a cyclist is forced sideways, or other emergency. **Already two crashes, one needing medical attention, have implicated the setts. A victim, who was nearly run over, said 'the cobbles are madness.'**



Princes Street tramlines and setts photo: DdF

Since the contractor has to re-lay the tramlines due to faulty foundations, sett removal should cost little or nothing – and given the safety audit any future victim will have a strong case against the council if this doesn't happen.

Report tramline crashes. For this and our *tramline advice note*, see spokes.org.uk – downloads – public transport – tram.

PRINCES ST: HANOVER ST to MOUND

Following our article about the dangers of this oblique tramline crossing [Spokes 109], several crashes, and emails to councillors from individuals, we were asked to meet Transport Director **Marshall Poulton**. The Council is now rethinking the junction and we believe our solution, cutting traffic to 1-lane each way, is being taken seriously.

PRINCES ST: LONG-TERM FUTURE

Last year's study* by Copenhagen architect **Jan Gehl**^ identified cycle/pedestrian priority as essential if Princes Street is to attain its '*huge potential*.' But we were then disappointed by a Committee report on this, whose 'Action Plan' downplayed cycling, especially for Princes Street. Spokes emailed* all councillors on the Committee and **Cllr Steve Burgess** got Committee agreement that the Action Plan should refer to Princes St cycle use. Also, Transport Convener **Cllr Gordon Mackenzie** promised to ask officers to include other aspects of our submission* in developing action plans for Princes St and George St.

Stop Press: A new Cttee report [May 10] does not include the Princes St reference requested by the above Cttee meeting!!

A consultation on the study and Action Plan(s) is promised for this summer – we await it with interest!

*For these documents go to spokes.org.uk – downloads – local – edinburgh – Princes Street

^Gehl works on exciting projects worldwide, like New York's amazingly rapid and bold moves to promote bicycle use. Gehl's booklet *Our Cities Ourselves* is a fantastic glimpse of the possible [spokes.org.uk - downloads – technical – inspirational].

BURN CALORIES SAVE POUNDS



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or visit us online www.edinburghbicycle.com

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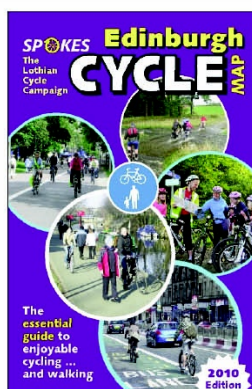
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Contact your new MSPs about anything on this page that concerns you [find them at www.writetothem.com].

SPOKES 15th FUNDING SURVEY

Early data from our 2010/11 survey of Scottish cycling investment suggest a significant rise; though it is still far too low to meet government bike-use targets [p1 & opposite]. On top of the known CAPS £3.9m 2010 funding boost [Spokes 108] our survey found other growth due to rule changes - without a penny more from government! For these thoughtful rule changes we thank the officials in the government's Sustainable Transport Team.

First, working with COSLA, the government now asks councils to put at least 36%, ideally 50%, of their CWSS funds [Cycling, Walking, Safer Streets] into cycling - some previously had put none at all! As a result, overall cycle spend from CWSS rose from £3.6m to a probable £4.1m.

Second, government cycle project grants via Sustrans must now be matched locally. Probably as a result, council own cycle investment rose from £2.8m to around £4.0m. Councils also seem set to raise more money from external sources such as Europe and developer funding.

Important caveats/explanations for the table below:

1. Results are provisional because only half of councils have responded at this time. Full results will be published later.
2. Government has redefined 'transport' funding to exclude 'cost of capital.' Therefore 'total transport' in our table has fallen, and so the cycling % is now higher than in previous Bulletins.
3. Our Total line is higher than government figures because we include non-government funds. Our % is thus artificially high as it relates total cycle spend to government-only transport spend.

Source	£m	05/06	06/07	07/08	08/09	09/10	10/11est
Council own[*]		0.8	1.0	1.0	3.5	2.8	4.0?>
Partnerships [*]		1.1	3.7	4.9	0.7#	0.6#	0.6#?
Cycle CWSS [*]		3.0	3.3	3.3	3.9	3.6	4.1?>
Public Tr Fund [*]		3.4	0.7	PT fund now ended			
Sustrans [+]		2.0	7.8	7.8	5.0	3.9	7.7
Cycling Scot [+]		0.3	1.6	1.6	1.5	0.9	1.3
SCSP [*<]		Project not started			0.5	1.7	0.7?
Trunk roads[=]		2.0	2.0	2.0	1.0	1.4	2.0
Other [*\$]		0.9	1.1	1.1	2.1	1.5	3.3?>
TOTAL £m [note 3]		13.5	21.2	21.7	18.2	16.4	23.7
Total transport £m		817	1700	1794	1769	1892	1855
% cycling [note 3]		1.65%	1.25%	1.21%	1.03%	0.87%	1.28%
Pence per head		265p	414p	422p	352p	316p	460p

? Councils/RTPs are being surveyed for some/all this 2010/11 data, but only 50% of replies are in so far. Figures have been estimated above by assuming that remaining responses follow a similar pattern.

> 10/11 increases – the article explains some/all of this 10/11 rise.

* Based in whole or part on Spokes annual survey [earlier Bulletins].

+ Total govt grant (includes 10/11 CAPS funds). Sustrans includes some walk-only. Cycling Scot includes child training & CFC fund.

< Smarter Choices Smarter Places – 08/09 & 09/10 survey results. For 10/11 assume 1/3 of SC fund is bike spend [£0.7m of £2.2m].

= Transport Scotland trunk road cycle schemes – No reply (as in 09/10). CAPS report gives 08/09-10/11 data. Pre-08 assumed based on Minister's letter to Mike Pringle MSP [18.8.08].

Only SPT received capital funding from govt after 07/08.

\$ Other includes Council 'non-transport funds,' lottery, SG Climate Challenge Fund, Connect 2 (inc CAPS Connect2 contrib) etc.

See Spokes 107 and 104 for more background notes.

CYCLING: WHAT IS NEEDED??

The Scottish government has set an RPP milestone for at least 10% of trips to be by bike in 2020 [p1]. Research suggests strongly that this needs a 3-pronged package of (a) **infrastructure** (b) **soft measures** [e.g. travel-planning] and also (c) **measures to deter excessive car use** [see www.spokes.org.uk - downloads - technical - inspirational]. But what investment is needed to reach 10% by 2020?

Research by Cycling England [now scrapped by the UK government], based on English Cycle Demonstration Towns and European experience, found that **£10 per head per year, on a continuing basis**, is needed to achieve significant, ongoing increases in everyday cycle use, and that this could double cycle use every 3-5 years.

With current Scottish cycle use at 1%-2% of journeys, £10 per head could thus, under optimistic assumptions, possibly reach the Government's 2020 target. **Given its population of 5 million Scotland therefore needs a minimum annual cycling investment of £50m – compared to around £20m currently.** Our lead article [p1/8] shows how an annual £50m could be used.

The important **RPP document** [p1] however has some rather odd figures. For 2011-2022 it suggests £1320m for 'cycling & walking infrastructure' [RPP tables 10 & A2], averaging £120m a year. At first sight this ties in with our £50m (minimum) for cycling alone. But the RPP technical appendix [para 94] suggests cycling needs only £20m a year (i.e. the great bulk of the £1320m is walk). Their £20m figure, however, is flawed, because...

- It assumes £5 per head, not the £10 quoted by Cycling England's experts and actually invested in the English Cycle Demonstration towns. The £5 figure comes from a report by consultants Atkins, but its origin is not stated.

- It appears to assume that Scotland's population is 4m.

More positively, since the RPP proposes an average £120m a year for walking+cycling, an equitable balance would easily give the essential £50m minimum needed.

Whether or not £50m is a pipedream depends on how seriously the SNP takes the RPP and its own manifesto walk/cycle promise. **The above £1320m is an RPP proposal, not yet a policy.** The obvious funding source is a small part of the huge trunk road spending pot - which the SNP proved unwilling to touch for such purposes in the last Parliament.

CAR-BASED RETAIL/LEISURE LEVY?

The SNP draft 2011-12 budget proposed a levy on large stores, but this was defeated by other parties. With an SNP majority we may see similar proposals again.

Spokes had mixed feelings as the levy was not part of a sustainability strategy - it would have hit not only the out-of-town superstores which boost car-based shopping and damage town centres, but also big in-town stores.

Instead government should promote a levy on large retail/leisure centres (whether in-town or out-of-town) based on car-space numbers. This would raise revenue but also contribute to transport and climate objectives. Ever-rising world oil demand, and limited supply, mean ever-rising petrol prices: we must *reduce* oil dependency, e.g. encouraging local shopping, not drive people further into unsustainable habits. Politicians are making a rod for their own backs, with a public more dependent on petrol.

If you agree, ask your MSPs to raise this with the Finance Minister for the next Spending Review/ Budget.

A90 TANGLED TALE

Edinburgh - Forth Bridge is a critical Scottish national network link, taking tourists north from the Capital. It is also an essential commuter and local leisure route. Yet in parts it is appalling and downright dangerous.

The government at first disowned responsibility for this nationally vital route, on the grounds that the A90 isn't a trunk road; but at last Edinburgh [with our help! see below] gained government support and has opened **phase 1**, from Barnbottle B924 junction to Easter Dalmeny. The difficult and costly **phase 2** project [Burnshot] may be built this financial year [see below]. A **phase 3** is also needed, in our view, to improve remaining sections and to sign Edinburgh-Forth Bridge as a flagship tourist route.

It's easy to take recent progress for granted but, sadly, these great projects would still be a dream if it wasn't for massive and attentive Spokes lobbying over many years. This article gives a brief and very telling summary!

Much Spokes effort goes into **encouraging concerned users to write to politicians**, especially at useful times. Individual letters/emails were vital in our A90 campaign. **Without them our central Spokes efforts would almost certainly not have succeeded – so thanks if you wrote!!**

TIMELINE POST-2004 [not the beginning!]

2004-6 Spokes campaigns for a big Edinburgh Council project of links to nearby council areas, including via A90, A8, A71, etc, using the new option of **SESTRAN** Regional Transport Partnership [RTP] funding [Spokes 91,93].

2006-7 Eventually ... success!! SESTRAN agrees £4.6m multi-year programme for links between Edinburgh and surrounding areas, including the A90 route [Spokes 94,95]. A90 project to start in year 2 due to planning/ownership. Then SESTRAN overbudget: another year lost [Spokes 96].

2007 New SNP government scraps all capital funding to RTPs including SESTRAN, so the £4.6m programme is lost, with no work started on the A90 route [Spokes 99].

2007 SNP government abolishes Forth Road Bridge tolls. Pressed in Parliament on increased traffic, **Minister John Swinney** makes throwaway promise to invest in buses and 'cycle links' [Spokes 98] but allocates no cycling money! Spokes mounts big campaign [see link below for letter to John Swinney]. **Patrick Harvie MSP** extracts government promise to talk to Edinburgh Council [Spokes 99].

2008-9 Nothing happens. Spokes has to keep pushing the council and government [e.g. urging members to write, raising at Cycle Forum, letters to Transport Convener]. At last the council formally contacts government, and at last the government agrees to part-fund if Edinburgh draws up acceptable detailed plans/costings [Spokes 100,101].

2010 Consultation on a phase 1 shared-use 3-metre route [see link below]. Funding and planning constraints meant the really bad Burnshot section was not yet feasible.

2011 Phase 1 opens. Phase 2 hoped for: the difficult and costly Burnshot section. Will the new Scottish government stick to the cost-sharing promise? [see 'what you can do']

2012 Our hopes: Phase 2 open and assessment of the entire Edinburgh to Forth Bridge route, to tackle all remaining issues, including signing, bringing at last a worthy route from the Capital to the Forth and North.

For fuller history e.g. 2007/8 Spokes & council letters, see www.spokes.org.uk – downloads – local – Edinburgh – A90.

Phase 1 - Barnbottle to Easter Dalmeny



User views “excellent - I'm very pleased indeed! ... surface ideal and plenty room to pass or be passed by other cyclists or pedestrians.”

But a problem: serious dazzling expected from car lights when commuting home northwards in Oct-March, with a danger of cycling off the kerb into oncoming traffic. A solution could be low solar lights, as planned for the canal towpath, but no solution is currently proposed.

photos: Chris Hill, Tony Grant, Tony Stuart

Phase 2 in 2011/12? - Burnshot section



User views “extremely dangerous and unsuitable for bike use ... in places approximately one metre wide, surface very bumpy, slippery ... hemmed in by stone walls on both sides ... Northbound, eye-level is the same level as car headlights so as there is no lighting on the path you simply cannot see what is in front of you.”

WHAT YOU CAN DO

If this route concerns you, tell your new MSPs about it [www.writetothem.com]. Point out that SNP Minister **John Swinney** promised Parliament in 2007 that the government would invest in “cycle links” to the bridge - and yet parts of the route are still in a dreadful and indeed dangerous state. Give your own views and experiences. Point out that this is not just a local commuter route, but is used by cycle tourists from around the world, heading north from the Capital – it should be a flagship experience!

It's notable that if the A90 was a trunk road the path might well have been built long ago via the *trunk road cycle initiative* from the huge trunk road £100m's funding pot. But, oddly, it's not a trunk road, so the path depends on the scraps which government throws to active travel.

Seek assurance that government will share the costs, not leave it all to Edinburgh, so that the worst section is rebuilt this year; and by 2012 this becomes the flagship route that tourists and commuters need and expect.

NEW SCOTLAND? ctd from p1

PAST CUTS & FUTURE THREATS

Our biggest fear is based on experience of the previous SNP government. **Although cycle investment rose in election year 2010/11, this followed two years of cuts** and returned investment to not much over what the SNP inherited from the previous Lab/Lib administration [p6].

Furthermore, the SNP was keen to scrap the **Cycling, Walking, Safer Streets** fund. It was *only* saved in the last Parliament because Green MSPs made that a condition of support for the first SNP budget – but now the SNP doesn't need extra votes. **Loss of CWSS-type funding would be a massive disaster for cycling investment throughout Scotland** [eg. see p4, W Lothian and Edinburgh].

The government also carefully confuses cycle funds with 'low carbon' vehicles. So, in the 2011/12 budget, £4m extra for *Sustainable & Active Travel* actually goes mainly to electric cars [Spokes 109]. The SNP's *Future Travel Fund* [average £10m p.a. for 5 years] is equally hazy.

TRUNK ROADS

The SNP (like all the big parties) had a hugely costly manifesto trunk road expansion programme - including a new Forth Bridge, Aberdeen bypass, and big upgrades to the M8, M74, M73, A90, A9 and A96. It's hard to see how encouraging more and longer car trips fits with the 2020 "world-leading statutory target" of 42% climate emission cuts [RPP]. Also trunk roads gobble up transport funds, leaving only scraps for walking and cycling.

WHAT SHOULD HAPPEN

A **Spending Review**, setting spending patterns for the next 3 years, is expected soon. If government is serious on its RPP milestone, and its manifesto promise on active travel, cycle investment must rise substantially in the Spending Review [and so in future budgets]. The **Spokes 2011/12 Budget Submission to Parliament** [website – downloads – national] proposed, with justifications, how funding should be decided and managed. **In summary, the Spending Review should promise the following...**

- ♦ **A £10m a year CWSS fund** [with some rule revisions] to ensure basic active travel work in all Scottish councils.
- ♦ **£10m a year allocated by the Sustainable Transport Team** to Sustrans, Cycling Scotland, Bike Station, etc.
- ♦ **A new £30m a year fund** open to bids over a certain level by any relevant body, such as Transport Partnerships, ScotRail, BWB, business organisations and, primarily, local authorities. This would enable enthusiastic councils and others with ideas, plans and expertise, to progress rapidly with substantial projects to raise cycle use – projects which currently have no realistic funding source.

WHAT YOU CAN DO

Government investment really matters, right across Scotland. **With a Spending Review expected, please email your new MSPs** [www.writetothem.com]. Tell them the type of measures you want to see. Point out the RPP milestone and ask how it is to be reached. And if they are SNP remind them of their manifesto promise!

STRICT LIABILITY

After Cyclenation's call for strict liability law [Spokes 109], so the burden of proof is on the motorist in a crash with a walker/cyclist, an Early Day Motion has been launched in the UK parliament. www.parliament.uk/edm/2010-11/1393.

Locally it has been signed by MP and Spokes member **Sheila Gilmore** [Ed South], and by **Mike Crockett** [Ed West]. Spokes member **Mark Lazarowicz** [Ed North] would sign but cannot, being in the Shadow Cabinet.

If you support Strict Liability, please ask your MP (not MSP) to sign EDM 1393 – or congratulate them if they have done so. Find them at www.writetothem.com.

The EDM wording is excellent, including the point that strict liability principles already apply in areas like product liability and workplace safety. We will print the full EDM in Spokesworker - or see web address above.

CONTACT YOUR POLITICIANS

Write to your local MSP or Lothians Regional List MSPs at Scottish Parliament, Edinburgh EH99 1SP. 0131 348 5000. **or email:** firstname.secondname.msp@scottish.parliament.uk. For example, Sarah.Boyack.MSP@scottish.parliament.uk.

SNP	LABOUR
Ed Central, Marco Biagi	Ed North/Leith, Malcolm Chisholm
Ed Southern, Jim Eadie	List, Sarah Boyack
Ed Western, Colin Keir	List, Kezia Dugdale
Linlithgow, Fiona Hyslop	List, Neil Findlay
Ed Pentlands, Gordon MacDonald	CONSERVATIVE
Almond Valley, Angela Constance	List, David McLetchie
Midloth N & Muss, Colin Beattie	List, Gavin Brown
GREEN List, Alison Johnstone	
INDEPENDENT List, Margo MacDonald	

To find name/email of your [3 or 4] local councillors...

www.edinburgh.gov.uk	0131.529.3186
www.midlothian.gov.uk	0131.270.7500
www.westlothian.gov.uk	01506.775000
www.eastlothian.gov.uk	01620.827827

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

Council	Power	Transport Convener
Edinburgh	Lib/SNP*	Cllr Gordon Mackenzie, LibD
E. Lothian	SNP/Lib	Cllr Barry Turner, LibDem
W. Lothian	SNP/Ind	Cllr Martyn Day, SNP
Midlothian	Labour	Cllr Russell Imrie, Lab

More info including Westminster MPs & European MEPs:
www.writetothem.com theyworkforyou.com mysociety.org

ESSENTIAL CONTACTS

Adult cycle training 668.1996 info@thebikestation.org.uk

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

Potholes, glass on paths, broken lights, in Ed/Lothian [Use lamp-post numbers to report location]. www.edinburgh.gov.uk - transport – Clarence, 0800.232323. Or www.fillthathole.org.uk.

Bad glass/dumping [Ed only] Rapid Response 0808 100 3366

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

Lothian Buses mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding, other road crime: see www.spokes.org.uk – links – reporting Emotional/practical victim support RoadPeace 02089641021.

Help Spokes, other cyclists, and yourself, by joining us! Keep in touch with cycle route news in Edinburgh, the Lothians and Scotland. Find out which politicians to write to, and when. Discover the latest bike maps. **Download a membership form at www.spokes.org.uk or send your name, address, email address and donation [you choose how much] to Spokes [address on p1].**