

Spokes the Lothian Cycle Campaign 0131 313 2114 [spokes.org.uk](http://spokes.org.uk) [spokes@spokes.org.uk](mailto:spokes@spokes.org.uk) [twitter SpokesLothian](https://twitter.com/SpokesLothian) Facebook St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG - this is a postal address, Spokes is a voluntary body with no staff.

## MANIFESTO NO

The Scottish Government's draft 2012-13 budget, now being consulted on, makes a mockery of the SNP election manifesto of just 6 months earlier, in terms of active travel, walking and cycling...

**The manifesto promise:** "increase the proportion of transport spending on ... active and sustainable travel"

**The budget reality:** Total cycle project investment [even including non-government-budget funds like EC grants] will fall from ~£19.4m in 11/12 to ~£15.2m in 12/13 [our estimate, p5]. Even this relies on the CWSS fund staying [p6] - if CWSS is scrapped, council bike projects will be truly devastated. Meanwhile **trunk roads/motorways** rise a huge 17% from £558m in 11/12 to £655m in 12/13, and **total transport spend** grows from £1804m to £1884m.

For the Spokes budget commentary ... see Oct 4 news item at [www.spokes.org.uk](http://www.spokes.org.uk)

Thus despite the SNP manifesto promise to raise cycle (and walk) investment as a proportion of transport, it is being slashed - from an already miserable 1.1% to a mere 0.8%, or much less if CWSS goes too.



In the first four-year term of the first ever Scottish National Party government progress has been made here in Scotland. Together as a nation, we have faced and overcome the biggest global economic shock for four generations. The impact of that economic crisis will be felt for years to come, but our fellow Scots did not sit still. Instead, we are growing stronger once again. Scotland is on a journey. And the path ahead is a bright one. There is a time for Scotland to move forward and, if we do, prosperity and opportunity will come. Together, we can make Scotland fairer.

Progress

A *Spending Review* with outline plans to 2014/15 accompanies the budget. It suggests total cycle investment may slowly return to its previous level by the next election - exactly as under the last SNP government!

**We aren't suggesting more transport money; but transport priorities need restructured.** It makes no sense that Scottish trunk road money should grow by six times the **total** of cycle/walk investment!

## ....progress backwards

A reason given for more trunk road spend is **jobs**; but research shows cycle projects are more effective here too [[www.peri.umass.edu](http://www.peri.umass.edu) : publications : author Garrett-Peltier].

The way the budget is structured **Sustrans** could be cut 40-50%. This for work one transport minister called "high standard, on budget, in tight timescales" [Spokes 93]. Bike trips on Sustrans's Scottish network grew from 16m in 2007 to 23m in 2010 [Sustrans KPI report 2011]. Locally, Sustrans funding and expertise was vital to projects like the canal and the Leith-Portobello route [opposite]. *ctd p8*

## INSIDE THIS SPOKES BULLETIN

- ◆ Spokes Public Meeting – November 17 [p2]
- ◆ Edinburgh Council supplement and map [centre]
- ◆ Annual cycle funding survey – results [p7-8]
- ◆ Spokes Summer competition – results [p2]
- ◆ New bike routes around Scotland [p5]
- ◆ Bikes and tram [p4] and bikes and rail [p8]

## EDINBURGH HOPES

Edinburgh's **Active Travel Action Plan** really takes off in 2012 with 2 major schemes: the **onroad** Kings Buildings to City Centre **Quality Bike Corridor** [QBC] and **offroad** 'family-network' route between **Leith and Portobello**. Both start construction in early 2012, bringing great new options for getting about the city by bike for everyday work, shopping, school and local leisure trips.

It's not perfect - it's unclear if coloured surfacing will be used throughout the QBC, though evidence suggests this would attract more users, and we'd also like trials of European-style segregated provision, as in Glasgow [p5].

ATAP promises action on more than routes alone - the supplement inside also covers tricky issues like secure onstreet bike storage for tenements, onroad and offroad maintenance, and marketing of cycling and bike routes.



**2011:** from Leith to P'bello choose lorries, danger & noise on Seafield Road, or this crazy path - climb down here.

**2012:** a proper cycle/ pedestrian route is planned.

Photo: [greenerleith.org](http://greenerleith.org)

**BUT:** what next after the QBC and Portobello-Leith? The map inside shows the plans, but progress depends greatly on continued basic government cycle funding to councils and Sustrans - now under threat in the **2012/13 budget** [see main article]. These funds are doubly valuable in encouraging and enabling councils to boost or match them with local capital and/or by finding outside partners willing to match-fund [p5].

**Please help make the Edinburgh plans come true by lobbying MSPs about the 2012/13 budget** [main article]. You'll also help stimulate similar work Scotland-wide!

**GlaxoSmithKline saves £9900 for each worker who always cycles** [search 'GlaxoSmithKline travel' at [bitc.org.uk](http://bitc.org.uk)]

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

## 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](http://www.snowcycle.co.uk) [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk) 445.7073.

**Easy: 'Twenty Milers'** Mainly paths/quiet roads, 10-3, 2nd Sat of month. Mike Lewis 343.2520 [mike@cycling-edinburgh.org.uk](mailto:mike@cycling-edinburgh.org.uk).

**Weekends - 'Mellow Velo'** - Hostel/ B&B w'ends - evolved from Spokes weekends group - [www.mellowvelo.org.uk](http://www.mellowvelo.org.uk).

**More Edinburgh rides/events** [www.cycling-edinburgh.org.uk](http://www.cycling-edinburgh.org.uk) - includes **NEW** 'very easy' rides, usually last Sun of month

**Go Bike!** Glasgow area, 1st Sunday + others [www.gobike.org](http://www.gobike.org).

**Nov 8 Financing Transport** Dave Anderson, Edinburgh Council's City Development Director. Transform Scotland meeting, 6-8pm. [www.transformatScotland.org.uk](http://www.transformatScotland.org.uk) : events.

**Nov 16 Cycling Scotland annual conference** Keith Brown MSP, Transport Minister, speaks. [cyclingscotlandconference.org](http://cyclingscotlandconference.org)

### Thur 17 Nov: Spokes Autumn Public Meeting

#### Edinburgh's Active Travel Action Plan

#### and Oxford's Dual Network ...

#### What can we learn from each other ??

\* **Cllr Gordon Mackenzie** Edinburgh Transport Convener

\* **Richard Mann** Sustainable transport consultant and activist from CycloX, Oxford Cycle Campaign

\* **Venue:** Augustine United Church, George IV Bridge

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

\* **More info:** [symondsmark@hotmail.com](mailto:symondsmark@hotmail.com) 0131 661 9763

\* **Background:** [www.spokes.org.uk](http://www.spokes.org.uk) - see Oct 1<sup>st</sup> news item

**More dates and info:** see [www.spokes.org.uk](http://www.spokes.org.uk).

## AUDREY FYFE

On 11<sup>th</sup> August, Audrey Fyfe, a Spokes member and a local CTC regular, was hit by a car when cycling, sadly resulting in her death. The collection taken at Audrey's funeral was very kindly donated to Spokes by her family, who asked that it be used in a project to raise motorist awareness. We are discussing how to use the money - if you would like to help, please get in touch.

## NEW OPPORTUNITIES

### Community Cycle Grants

up to £10,000 for your local initiative - Cycling Scotland's Cycle Friendly Communities fund.

[www.cyclingscotland.org](http://www.cyclingscotland.org)  
our projects - cyclefriendly

[www.cycling-embassy.org.uk](http://www.cycling-embassy.org.uk)



Exciting new UK initiative inspired by [www.cycling-embassy.dk](http://www.cycling-embassy.dk) seeks Danish/Dutch conditions here.

## 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](http://www.spokes.org.uk)]

## MY CYCLING SOLUTION

**Our 2011 competition asked for cycling challenges or problems – and how to solve them.** A mundane everyday problem, a one-off disaster, exotic - it was up to you!

Thanks to all who entered, for such a range of ideas and inspiration, from simple to bold, from "why didn't I think of that" to frankly ludicrous! Thanks too to our external assistant judge, Ged Holmyard of Edinburgh Bike Coop.

**Several themes emerged from the entries ...**

- ♦ **obvious practical problems:** punctures, weather, theft etc
- ♦ **bike storage:** even handlebar marks on your lobby wall!
- ♦ **bike commuting:** skills, smart clothes, rail/bike, etc
- ♦ **widening participation:** children, disabilities, singles.

**First prize** went to using bike/rail to reach clients in homes throughout Fife. **Second:** detailed instructions for making a bike-shed more thief-proof. **Third:** a remarkable story of using all sorts of bikes, trailers etc. to raise a family in a small East Lothian town. [example photo: Mark James]



**On our website** [Oct 12 news item] you can find links to a fuller report, all entries and our previous competitions.

**The top entries were judged to be...**

1 Ken Morrison	Bike/rail to places all over Fife
2 Euan Renton	Bike shed security
3 Mark James	Cycling with loads & with kids
4 Caroline Barr	Disability balance problem
5 Peter Hawkins	Mending remote stone-based path
6 David Wardrop-White	Cycling to meetings in a suit
7 Alistair Armitage	Being seen in the dark (cheaply)
8 David Holmes	Avoiding soggy feet if lots of rain
9 Angus Ivory	Cycling to school
10 Katharine Wake	Carrying unplanned shopping
11 Andrew Johnson	Using busy roads with a child
12 Oliver Brookes	Handlebar marks on hallway

**Prizes:** Thanks to our donors, **Edin Bike Coop, Sustrans, ScotRail, Lothian Buses, Camera Obscura & World of Illusions, Kalpna Indian Veg restaurant, Jupiter Artland, Scottish Seabird Centre.** More details on website as above.

## ☺ THANK YOU ☺

*Spokes is funded by kind donations from our hundreds of members, and sales of our unmissable maps. So we can speak out and tell the facts as we see them, without fear or favour, and not concerned about losing funding. Join Spokes! Download or phone for an application form.*

### SPOKES MEMBERSHIP RENEWAL

Members not yet renewed for 2011 receive a reminder in this mailing. If you are up to date you'll get a 2012 renewal form in Feb/Mar – please don't try to renew in advance!

### SPOKES BULLETIN INFORMATION

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## Surpassing excellence ... **SPOKES Cycle Maps** of Edinburgh, Glasgow Mid, East, West Lothian

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

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**Expert legal advice** 100% compensation



**0800 085 0570**  
[advice@bicyclelegal.co.uk](mailto:advice@bicyclelegal.co.uk)



[www.bicyclelegal.co.uk](http://www.bicyclelegal.co.uk)

58 North Castle Street,  
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# LOCAL NEWS

## ACTIVE TRAVEL ACTION PLAN

There's much to look forward to in the Council's exciting ATAP [see pull-out] but it's vital for us, *and you*, not to sit back and forget everything else in transport and planning. Cycling implications need considered in *every decision*, or ATAP will be a compartmentalised project, missing its full potential. This page highlights some current issues...

**Contact your councillors if anything here concerns or encourages you!** [See p8 or use [www.writetothem.com](http://www.writetothem.com)]

## MARKET STREET

An uphill Market St cycle lane was planned for this year - it would be hugely valuable on this steep hill. But now the council may reinstate car spaces, if parking is banned in Waverley Station. We argue there are other car spaces; but the danger/deterrence to cyclists of being overtaken while climbing slowly past parked cars is anyway too big. **Please contact your councillors if this concerns you.**

## STORAGE & KIDS

Spokes online and printed factsheets on *domestic bike storage* and on *travelling by bike with young children* are available – contact us if you can use printed copies.

**Find our factsheets plus other storage info and kids info at** [www.spokes.org.uk](http://www.spokes.org.uk) : documents : advice

Meanwhile Edinburgh council seeks residents' groups to pilot secure onstreet bike parking. To register interest, email [cycling@edinburgh.gov.uk](mailto:cycling@edinburgh.gov.uk) [more info: Spokes 110].

## WELCOME to ...

some new/upgraded paths in Edinburgh - find them by google - **Chancelot path**; **Christian path**; **Kings Haugh**. Also: **Portobello Prom** signs confirming that considerate cycling is ok should appear soon - more in next Bulletin.

## A90: TOURISM SETBACK

**Progress is stalling again on this top link in Scotland's national cycle network:** the tourist link from the capital to the North, also vital for commuters and leisure cyclists. **Visitors from Europe are shocked at the standard of this trunk route.** After 2011's much-praised Barnboughle to Easter Dalmeny upgrade we expected the dangerous Burnshot section to be remedied soon [Spokes 110] but the draft government budget cuts [p1] make this very unlikely.

**The route should not even be built from the cycle budget.** In 2007 Finance Secretary John Swinney MSP, when abolishing bridge tolls, promised to invest in cycle links to the bridge – but allocated no money [the full gory story is in Spokes 110]. Four years later, he at last put funds into the 2011 upgrade, but cycle money, not bridge money, and now the draft budget slashes cycle funds [p1].

**The fault is largely with government: please write to MSPs not just councillors.** Edinburgh can't use its scarce funds to pay the full cost of a route used by fewer locals than in urban areas, and which is a national tourist route. By a quirk of fate, the A90 is not a trunk road – if it was, the government would long ago have done the work using its comparatively well-off trunk-road cycle funds. **They should now stretch the rules for this trunk cycle route.**

## TRAM IMPLICATIONS

The tram project restart brings many implications for cycling conditions. **Spokes has restarted discussions with the council - our case will be helped if you contact your councillors about aspects that concern you.**

Safe and welcoming conditions in the city's heart are vital if the council is to meet its bike use targets. Many options to make the tram project more bike-friendly sadly were lost early on because it was run as 'tram-only', not integrated transport. Visual/streetscape design was also allowed to dominate at the expense of everyday usability.

**However, some improvements are still possible.** Below are some of the main issues that concern us...

**Tramline crashes** We fear continuing cyclist crashes as the lines extend. An unexpected problem is when cycling parallel to the lines, but traffic forcing you onto them.

**Report tramline crashes** For our *tramline advice note* see [spokes.org.uk](http://spokes.org.uk) : documents : public transport : tram.

**Princes St Mound crossing** [Spokes 109] Due to early tramline/tramstop decisions the crossing can not be ideal. However, the council seems likely to adopt our proposal to limit motor traffic to one lane each way, thus enabling bike lanes, more space and better walk conditions.

**Princes St Interim Safety Audit** [Spokes 110] The audit recommended many changes to improve safety, notably *removing setts outside the tramlines* - they have already been implicated in crashes. Whilst all traffic is to be banned from the setts when trams are running, this seems impractical and unlikely to work in practice. **We urge the council to adopt all the safety recommendations, including sett removal, during the tramline works.**



Princes Street tramlines and setts photo: DdF

**Princes St long-term future** [Spokes 110] We still await the consultation on the Gehl study and the '*Princes St and surroundings action plan*'. Thanks to **Cllr Steve Burgess** at the Transport Committee Princes St cycling options should now be in the consultation, despite earlier doubt.

**Princes St servicing lane** During the Princes St works a lane is being left open for shop servicing. Already used by cyclists and walkers, we'd like this officially ok'd, for access to shops and for those scared by George St traffic.

**New dangers** We are concerned about future tramline crossings at Haymarket and the ends of Princes St, though ideal solutions are not obvious - and may be impossible.

**Bike carriage** With the tram now going only to the city centre, not Leith, patronage will be less than intended. We'd like bike carriage to start sooner than planned - this should also be in the interest of balancing the books.



# NATIONAL

[Technical note: Figures here differ a little from the Spokes budget submission. Here we *include* all main sources of cycle investment, not just the government budget. Also here we *exclude* walk-only spending as far as possible, whereas our budget submission covers total active travel].

## CYCLE FUNDS TO SLUMP

Scottish election year 2010/11 was a real high for cycling investment: still too low to reach government bike-use or climate-change targets or European investment levels - but Scotland's best year so far. This resulted in extra staff input and innovative effort to multiply funds by matching.

In 10/11 on top of the **CAPS £3.9m boost** [Spokes108] our survey found other investment growth due to **rule changes** - without a penny more from government! For these thoughtful rule changes we thank the government's Sustainable Transport Team and Sustrans.

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 put none at all! As a result, overall CWSS cycle investment rose from £3.4m to £3.9m.

Second **Sustrans** grants to councils and other partners must now be matched locally. Probably as a result, cycle investment by council own-funds jumped from £1.1m in 9/10 to £2.1m in 10/11; and investment through external funds like Europe or developers from £1.4m to £2.7m.

**This growing network of experience, enthusiasm and effort would be devastated under the draft 12/13 budget. Please write now to your MSPs as in our p1/p8 lead article. We estimate cycle investment crashing from £22.3m in 10/11 to at best £15.2m in 12/13, from 428p per head to just 290p - and much less if CWSS [p6] is scrapped.**

## AROUND SCOTLAND

**GLASGOW** ... Scotland's first big **physically segregated onroad urban cycleroute** has opened, from Glasgow Green along James St and London Rd. Eventually it will take you to the Commonwealth Games site at Parkhead.

**EDINBURGH** ... New routes - see 'Welcome' on page 4.

**UPPER TWEED** ... Spokes member Damion Willcock is working in a campaign to open the Peebles-Biggar routes



as rural paths; some parts already exist [picture]. Spokes has donated a token £100, to encourage grant-giving bodies. Add your name in support at [www.uppertweedrailwaypaths.org.uk](http://www.uppertweedrailwaypaths.org.uk).

## Scottish cycle investment from all main sources

Notes/caveats to the table...

Note 1. Government has redefined transport funds to exclude 'cost of capital.' Therefore 'total transport' in our table has fallen compared to previous Bulletins, thus artificially raising the cycle %.

Note 2. Our Total includes non-government cycle funds (Europe, Lottery, etc). Our % is thus artificially generous as it relates cycle spend from all main sources to government-only transport spend.

Source	£m	07/08	08/09	09/10	10/11	11/12E	12/13G
Council own [*d&f]		1.0	2.3#	1.1#	2.1#	1.8}	1.5}
Partnerships [*h]		4.9	1.6#	1.9#	1.9#	1.9	1.9"
Cycle CWSS [*e]		3.3	3.7	3.4	3.9	3.4{	2.7^{
Sustrans [+]		7.8	5.0	3.9	7.5	5.4	3.4?
Cycling Scot [+]		1.6	1.5	0.9	1.3	2.3	1.5?
SCSP [< *j]		0	0.5	1.4	0.9	0.3	0.2?
Trunk roads [=]		2.0	1.0	1.4	2.0	2.0	2.0"
Other [*k and \$]		1.1	1.7	1.4	2.7	2.3}	2.0}
TOTAL £m [note 1,2]		21.7	17.3	15.4	22.3	19.4	15.2
Total transport £m		1794	1769	1892	1855	1804	1884
% cycling [note 1,2]		1.2%	1.0%	0.8%	1.2%	1.1%	0.8%
Population [million]		5.14	5.17	5.19	5.21	5.23	5.25
Pence per head		422p	335p	297p	428p	371p	290p

\* Based in whole or part on Spokes annual survey [see column indicated in councils table [p7] and equivalent col. in 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** - see notes to col j on p7 table.

= **Transport Scotland trunk road cycle schemes** - No reply for years, despite reminders!! CAPS report gives 08/09-10/11 data.

# See RTP section on p6 and see note # to the p7 table.

\$ **Other** includes Council 'non-transport funds' from col k plus non-council 'other' such as SG Climate Challenge Fund.

{ Assume 45% of CWSS is cycle [as in 10/11 survey]

^ **CWSS may be scrapped** but assume just reduced in line with cuts to council capital. Total 11/12 CWSS is £7.458m so ~£6m in 12/13.

? Assume cut in line with the SAT budget cut (from £25.1m to 16m).

} Assume the 10/11 rise is largely match-funding for Sustrans, so assume it will reduce by same % as Sustrans cut, e.g. 30% in 11/12.

" Assume unchanged from 11/12

E Estimate based on currently available data for 11/12

G Guesstimate, based on draft 12/13 budget [p1]

**FALKIRK** ... 12km of new paths have been opened as part of the Helix project to create an urban route network and green-space linking Falkirk and Grangemouth, and extend the canal to a new sea lock on River Carron. For an outline map and more info see [www.thehelix.co.uk/about-the-helix](http://www.thehelix.co.uk/about-the-helix).



**QUEENSFERRY TO BLACKNESS** ... This recreational route has been completed with a beautiful wooded coastal section from Hopetoun to Blackness, and a hairpin ramp worthy of the Alps! Funded by Sustrans and West Lothian Council it was opened by Lord Hopetoun. The route is described in the Sustrans Scotland autumn magazine - search for 'the hub scotland autumn 2011' at [www.sustrans.org.uk](http://www.sustrans.org.uk).



# SPOKES 15<sup>th</sup> ANNUAL CYCLE FUNDING SURVEY

Spokes surveyed Scottish mainland councils and transport partnerships to assess 2010/11 cycle project spending. Survey details are on these two pages whilst p5 looks at long-term trends and also includes non-council funding.

## ELECTION YEAR HIGH POINT!!

Year 2010/11 was the best ever for cycle investment by and through Scottish councils - thanks to the CAPS £3.9m boost [Spokes 108], new Sustrans and government rules [p5] and growing council staff skills in raising match funding.

The table [cols q,r] shows cycle investment leap **from 1.6% of council transport budgets in 09/10 to 2.4% in 10/11** and [including external funds raised] **from 230p per head to 338p**.

Top councils, above average on both indicators [see table] were **Edinburgh, Fife, Stirling, Clackmannan, Falkirk, Moray and Argyle&Bute** - something is happening in East Central Scotland!! Dundee, Angus and Dumfries & Galloway didn't reply: we estimated Angus and D&G [see table, note >].

## CYCLING, WALKING, SAFER STREETS [CWSS]

[col e] Introduced in 2000 by Sarah Boyack MSP, the most bike-aware Transport Minister so far, and a Spokes member, CWSS is allocated to all councils on a population basis and is, along with Sustrans, one of the two pillars of cycle investment in Scotland. Total CWSS was cut from £9.09m in 10/11 to £7.458m this year, 11/12. **The very existence (and, if so, the level) of CWSS in 12/13 will not be known until December.**

The new 10/11 rules asking councils to invest 36%+, ideally 50%+, of CWSS in cycling [p5] made a big impact - for the first time, every council made some cycling investment, and the overall proportion of CWSS going to cycling (most of which is in fact bike/walk) rose from 39% to 45%.



Towpath tarmac, Edinburgh to Riccarton/ Hermiston funded by Edinburgh Council CWSS money and Sustrans

## SUSTRANS

[col i] The 2007 SNP Spending Review cut Sustrans badly in 09/10 to fund *Smarter Choices Smarter Places*, SCSP [col j] which was set up without new money, so transferring precious walk/cycle funds to walk/cycle/car-share/bus. With SCSP past its peak, and also with the mid-year CAPS windfall, Sustrans was restored in 10/11 to its 06/08 levels. New rules requiring partners to match Sustrans grants [p5] boosted total cycle investment significantly, helping explain the rise in cols d, f and k. **This matching potential will suffer badly if Sustrans gets slashed as a result of the SNP draft 12/13 budget [p1].**

## REGIONAL TRANSPORT PARTNERSHIPS, RTPs

[cols f# and h in table] Complicated! Under the old Lab/Lib government RTPs received £35m capital in 07/08 for transport projects, and they put a sensible proportion, 14% in 07/08, into

cycle schemes [p5]. But the SNP transferred this to councils (except in Strathclyde) to spend on *anything*. **Aberdeen and Ab'shire** are unusual [col h] in passing the equivalent sums to their RTP, **Nestrans**, who continue decent cycle investment. *Technical note:* Funds passed from councils to RTP were included in col f in last year's report, but seem more appropriate in col h. This affects cols f,h,q totals & %'s as compared to last year's report.

## COUNCIL CAPITAL FUNDING

[cols d and ff] Past surveys found most councils allocated little or none of their own capital to cycling, with cycle investment only happening through dedicated funds like Sustrans, CWSS and the former Public Transport Fund. But 10/11, despite tight council budgets, saw a significant rise - probably because councils can double their money via Sustrans match-funding.

## 'OTHER' OUTSIDE FUNDING

[col k] As with Council capital funds (above) there was a big rise - and the reasons are probably similar, with cycle officers making determined attempts to raise match-funding.

## NON-FUNDING ASPECTS

■ Most councils have **cycling targets** [col s] in their Local Transport Strategy (rarely in their Single Outcome Agreement) Some targets are very modest, others bold like Edinburgh's.

■ **Staff time on cycling** is up again [col t]. This probably reflects the higher funding, plus staff-intensive soft measures (workplace, maps, schools, events, etc) with small sums on tap for such schemes from Sustrans, Cycling Scotland and RTPs.

## THE BIG ISSUES

We asked council officers to comment on funding methods [comments anonymised at [spokes.org.uk - downloads - technical](http://spokes.org.uk/downloads-technical)].

**Each year we get two overwhelming concerns, summed up by one officer thus, "The Scottish Government's Cycle Action Plan sets ambitious targets for cycle use but says little about funding. Without substantial, ring-fenced funds it is unlikely these targets will be met. There needs to be sustained, long-term investment in cycle facilities to encourage modal shift."**

## ■ DEDICATED FUNDING IS VITAL

**It is just not good enough for government to set bike-use targets then leave it to councils to find the money to meet them.** Dedicated funding [e.g. via Sustrans, CWSS or the former Public Transport Fund] is essential - indeed, without it some councils invest zero in cycling. And 10/11 showed that if it is 'smart funding' - i.e. with smart conditions attached [p5] - then many councils will multiply it up by match-funding.

## ■ FUNDING MUST BE CONSISTENT

**Too often funding is announced year by year**, giving little scope for councils to plan and budget properly, especially for projects needing consultation, traffic orders, land acquisition, etc. CWSS, whilst only adequate for smallish projects, used at least to be a known quantity. **Sustrans** funding has often not been announced by the government until into the year in which it is to be used! **In such circumstances it is surely a miracle that councils, and Sustrans, achieve what they do.**

## WHAT THEY SAY OF THE SPOKES SURVEY

*"The most comprehensive analysis of funding for Scottish cycling projects from all sources" ...*

SPICe [Scottish Parliament Information Centre], Parliament's independent research office, in *Cycling in Scotland*, [scottish.parliament.uk/business/research/briefings-09/SB09-48.pdf](http://scottish.parliament.uk/business/research/briefings-09/SB09-48.pdf)

# TABLE OF LOCAL AUTHORITY RESULTS : MAINLAND COUNCILS

**Notes:** Data may not be exactly comparable with *previous reports*, due to differing non-respondents, changed interpretations and other reasons. Also, treat *individual council data* cautiously: respondents may interpret questions differently or have varying data formats. However the *all-Scotland picture* should be fairly reliable and consistent year to year.

a. Council [ <b>Bold</b> if over average on both indicators]	b popn [1000]	c. total 10/11 transpt capital budget	Cycle spend [£k] from own transport funds				External cycle investment 09/10 raised by council					Internal + external		Indicators - bold is over av		s Targets set?	t % FTE staff
			d. cycle bdgt	e. cycle cwss	f. cycle other	g. tot internal	h. part ner-ship	i. Sus-trans	j. sm'rt ch'ce	k. othr ext-ernal	m. tot ext-ernal	n. cols g+m	p. as col n 09/10	q. col g as % of col c	r. col n pence/head		
Aberdeen	214	5025	0	107	0#	107	411#	13	0	0	424	531	665	2.1	248	LS	20
Aberdeenshire	244	16100	45	206	57#	308	138#	237*	0	97	472	780	480	1.9	320	LS	75
Angus >	110	5700!	0!	159!	0!	159?	0	78	0	175!	253?	412?	337	2.8?	375?	N	30
Argyll & Bute	90	4866	0	163	4	167	0	918*	0	39	957	1124	949	3.4	1249	L	170
Clackmannan'	51	1368	92	47	28	167	25	262	0	35	322	489	158	12.2	959	L	30
D & G >	149	9200!	0!	10!	0!#	10?	370!#	52	138\$	36!	596?	606?	1127	0.1?	407?	?	25
Dundee	143	Dundee excluded in all totals/averages below - did not reply 09/10 or 10/11, so too unreliable to estimate.															
E Ayrshire	120	20926	0	122	0	122	0	4	0	40	44	166	81	0.6	138	L	10
E Dunbarton'	105	4000	0	76\$	0	76?	0	12	58\$	0	70?	89?	231	1.9?	139?	L	0
E Lothian	97	5000	50	68\$	0	118?	0	25	0	14	39	157?	156	2.4?	162?	S	50
E Renfrewshire	89	1456	0	48	0	48	40	40	44	87	211	259	174	3.3	291	N	50
Edinburgh	478	31700	475	560	200	1235	25	426*	0	150	601	1836	984	3.9	384	L	380
Falkirk	152	5000	80	145	0	225	0	347*	151	80	578	803	484	4.5	528	N	260
Fife	363	9800	674	213	0	887	0	873*	0	45	918	1805	688	9.1	497	L	200
Glasgow	588	42000	0	452	30	482	150	128*	487	530	1295	1777	1087	1.1	302	L	190
Highland	220	11600!	75	115	10	200	65	119*	0	160!	344?	544?	549	1.7?	247?	L	86
Inverclyde	80	1000	0	73	0	73	0	24	0	0	24	97	61	7.3	121	N	5
Midlothian	81	3000	0	99	0	99	0	134*	0	0	134	233	298	3.3	288	N	5
Moray	88	5500!	0	139	0	139	5	246*	0	330	581	720	267	2.5?	818	Y	30
N Ayrshire	136	7300!	0	37	40	77	285	186	0	140	611	688	66	1.1?	506	N	?
N Lanarkshire	326	10000	0	232\$	13	245?	0	295*	0	0	295	540?	512	2.5?	166?	LS	130
Perth & Kinross	146	7250!	0	165	0	165	0+	369*	0	174	543+	708+	282	2.3?	485+	N	175
Renfrewshire	170	7000!	0	82	0	82	2	33	0	0	35	117	181	1.2?	69	L	40
Scot' Borders	113	7000	0	78\$	0	78?	0	136*	0	0	136	214?	380	1.1?	189?	N	15
S Ayrshire	111	2550	0	158	0	158	60	141*	0	0	201	359	291	6.2	323	L	30
S Lanarkshire	311	16800	33	65	89	187	245	228	0	64	537	724	418	1.1	233	L	0
Stirling	89	2748	0	96	105	201	43	215*	0	0	258	459	167	7.3	516	L	10
W Dunbarton'	91	2200	0	96	0	96	0	97	0	0	97	193	254	4.4	212	L	70
W Lothian	171	8545	0	110	0	110	0	155	0	65	220	330	116	1.3	193	N	20
total ex Dundee	4983	254634	1524	3921	576	6021	1864	5793	878	2261	10796	16817	11443	2.4	338	Y=18	2106
09/10 comparison		284360	772	3420	352	4544	1932	2478	1406	1083	6899	11443	n/a	1.6	230	Y=18	1806

## Meanings of codes

& just means 'and' !

+ Plus unknown sum(s) - unquantifiable or not yet known.

! Uncertain: used figure from previous survey or other means

? Uncertain: for reasons earlier in the row.

# Council capital allocated to the RTP is now included in col h. In previous surveys it was included in column f.

\$ Unknown cycle element - used 40% for CWSS [average last time], 10% for bus corridor etc and 33% for Smarter Choices

\* May include local Sustrans capital project(s) not via council

> No reply Angus and D&G. /29Used data from Sustrans, RTP, assumptions from previous year survey, and as shown.

## Columns [most important are q, r and g, m]

**Cols q and g:** percentage (q) and total (g) of the council's own 09/10 roads/transport capital budget used for cycling ... i.e. from funds where the council has discretion (thus includes CWSS).

**Col m:** what the council has itself raised specifically for cycling [£k] from all sources other than its transport budget.

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

**Col d:** Cycle budget from council's own capital.

**Col e:** Amount of CWSS money allocated to cycling (but see \$).

**Col f:** Cycle investment from all other transport budget heads.

**Col h:** RTP cycle funding (includes revenue, SPT capital, and #)

**Col i:** Sustrans - mainly route infrastructure; also some schools hard and soft measures unless council says not relevant.

**Col j:** Smarter Choices - cycling element, as stated by council, or see \$ if council does not state cycling element.

**Col k:** Other external: Europe, developers, non-transport depts, one-off SG grants [e.g. Glasgow £500k for Connect2].

**Cols s: Targets**

L target in Local Transport Strategy S target in SOA

Y target (may not be in LTS / SOA) N no target

**Col t: Staffing** Rise continuing from 1182 in 06/07 - see p4, bullet point 6. This figure very rough as is hard to interpret.

## USEFUL PUBLICATIONS

New research reiterates that 'soft' measures alone are not a long-term route to high bike use. **Infrastructure, regulation and lower speeds** are vital. For example... *Understanding Walking and Cycling and House of Lords Science & Technology Ctee report on Behaviour Change* [at [www.spokes.org.uk](http://www.spokes.org.uk) : documents : technical : inspirational]



ctd from p1

# MANIFESTO

On top of its manifesto promise, the government keeps repeating its mantra of 10% of trips by bike in 2020 – a great target in its *Cycling Action Plan for Scotland* [CAPS] and a 'milestone' in its *Report on Proposals and Policies* [RPP] to meet Scotland's 2010-2022 statutory climate targets [Spokes 110]. *But* - Spokes showed clearly last autumn that this target could not be met under then funding levels [budget submission autumn 2010]. There isn't a hope in hell with the new cuts! **Ministers who continue to hail the 10% target as realistic are either deluding themselves or deliberately trying to mislead the public.**

To regain respect Ministers must produce a costed, evidence-based path to show how the target will be met. **A realistic, costed, funded path to the government's own target would gain as much credit from Spokes as the extreme scepticism we sadly now have to express.**

Our own ideas for cycling investment were laid out in Spokes 110 [p6 & 8] and in earlier submissions to the government. They fit well what the government itself said was needed for active travel, in its RPP [above].



Progress  
Backwards

## WHAT YOU CAN DO

**Please email and/or visit your MSPs** [use [www.writetothem.com](http://www.writetothem.com) or see below]. You have one constituency MSP and (in Lothian) 7 'list' MSPs. Tell them why cycling investment matters and point out the SNP manifesto promise [p1].

## 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](mailto:firstname.secondname.msp@scottish.parliament.uk). For example, [Sarah.Boyack.MSP@scottish.parliament.uk](mailto:Sarah.Boyack.MSP@scottish.parliament.uk).

### SNP

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

### LABOUR

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

Ed Pentlands, Gordon MacDonald

### CONSERVATIVE

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

List, David McLetchie  
List, Gavin Brown

**GREEN** List, Alison Johnstone

**INDEPENDENT** List, Margo MacDonald

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

[www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) 0131.529.3186  
[www.midlothian.gov.uk](http://www.midlothian.gov.uk) 0131.270.7500  
[www.westlothian.gov.uk](http://www.westlothian.gov.uk) 01506.775000  
[www.eastlothian.gov.uk](http://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](http://www.writetothem.com) [theyworkforyou.com](http://theyworkforyou.com) [mysociety.org](http://mysociety.org)

## BIKE – RAIL

*Note:* Spokes bike/rail representative is Ewan Jeffrey. Contact him with any concerns. *Email:* [ewanATnavyblue.org.uk](mailto:ewanATnavyblue.org.uk).

### EAST LoTHIAN: station bike noticeboards

Following the excellent Spokes/ScotRail Linlithgow board [Spokes 105] Musselburgh, Prestonpans & Wallyford all now have bike noticeboards – sponsored by Sustrans [funding], ScotRail [signboards] and Spokes [expertise]. *See boards at...* [spokes.org.uk](http://spokes.org.uk) : documents : public transport : rail.



Prestonpans bike noticeboard *Photo:* Paul Ince, E.LoThian Council

### EGIP: Edinburgh-Glasgow Improvement Programme

This massive main line electrification project will bring many benefits but **bike carriage** is a big worry. Currently there are an excellent 4-8 official bike spaces every 15 minutes, enabling cycling to meetings at journey's end.

EGIP promoter Network Rail says they 'expect' the new trains not to have less bike space. But government agency **Transport Scotland** decides, and the N.Berwick class 380s they specified, which may be used here, set a bad precedent: just one folding-seat bike area in the 4-coach train [plus one accompanied bike per vestibule if space]. *More info:* [spokes.org.uk](http://spokes.org.uk) – documents – public transport - rail.

**If future Edinburgh-Glasgow bike space concerns you please comment at [www.networkrail.co.uk/egip](http://www.networkrail.co.uk/egip) and also ask your MSPs to raise it with Transport Scotland.**

Spokes argues that every train in Scotland should have a flexible space in every carriage – catering for bikes, pushchairs, bulky luggage and wheelchairs. This will also matter for the **Borders Railway** [Spokes 109].

### FED UP WITH THE HELMET DEBATE?..

Look up Europe's innovative answer to head protection: search for 'Cycling with Umbrellas' at [www.flickr.com](http://www.flickr.com).

[For ordinary helmet information see [www.cyclehelmets.org](http://www.cyclehelmets.org)]

## ESSENTIAL CONTACTS

**Adult cycle training** 668.1996 [info@thebikestation.org.uk](mailto:info@thebikestation.org.uk)

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

**Potholes, glass on paths, broken lights, in Ed/Lothian** [Use lamp-post numbers to report location]. 0800.232323 [www.edinburgh.gov.uk/clarence](http://www.edinburgh.gov.uk/clarence). Or [www.fillthathole.org.uk](http://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](mailto:mail@lothianbuses.com) 554 4494.

**Dangerous drivers, mobile use, drink-driving, speeding, other road crime:** see [www.spokes.org.uk](http://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](http://www.spokes.org.uk) or send your name, address, email address and donation [you choose how much] to Spokes [address on p1].