

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

LOTHIAN COUNCILS £3m CYCLING WIN

Edinburgh and the Lothians have won a total of £3m Sustrans Community Links cycling/walking project cash – on top of the £3.6m for Leith Walk.

Transport Minister **Keith Brown** had asked for some 'exemplar projects' to show just what can be achieved. Both **Edinburgh** and **West Lothian** won cash for such schemes. In **Livingston** the Almondvale route [NCN75] will be moved from the main road into the valley park, forming a central spine with links to the shopping centre, housing, etc. **Edinburgh's** exemplar, which is to be suitable for a 12-year-old, will link the Canal to the Meadows [a busy commuter need] and to the Innocent route, for Portobello, Musselburgh and East Lothian.

West Lothian beats all Scottish Councils except Fife, winning £1.8m for ten projects. These include town to station links for the reopened Livingston-Glasgow line - vital connections disowned by Transport Scotland and Network Rail at that time [Spokes 108] so now, years late, having to be built with Sustrans and Council cash.

Edinburgh won £1m with 8 successful bids, including money to design the city centre east-west cycleroute [Spokes 118] and to design a North Edinburgh to canal link. **East Lothian** and **Midlothian** had smaller wins as did the first ever University bid – by **Edinburgh Napier**.

For more on the winning bids see our centre-page
Sustrans Community Links supplement

Successful councils have to match the cash 50/50. **Edinburgh's proud cycle budget** [7% of the transport total – Spokes 118] enables this. **West Lothian** has an *active & sustainable transport* budget though it is lower and not a fixed %, but the Council will find further match-funding.

Inside

- ◆ Spokes Summer Competition, great prizes! [p2]
- ◆ Sustrans Community Links pullout [centre]
- ◆ Our ideas to extend Middle Meadow Walk [p3]

BIKES UP, CARS DOWN

Our latest 8-9am traffic count found more bikes and less cars than ever before [spokes.org.uk, May 14]. Bikes were an amazing **21%** of citybound vehicles on scary Lothian Road, and **24%** on Forrest Road. Since our counts began in 2006/7 bikes are up 34% and cars down 12%. This correlates with the census [Spokes 118] which showed that - unique in Scotland - Edinburgh is succeeding in shifting car commuting to more sustainable and healthy means. *On p3 we show how to build on the Forrest Rd success.*

WHAT THEY SAY ABOUT SPOKES

"Great work, love the bulletin, I read it cover to cover"

"My continued admiration for your excellent work"

[First quote by email; Second on a member renewal form.
...More at spokes.org.uk : documents : internal : feedback]

COMMUNITY LINKS MONEY

Sustrans Community Links money is mainly from the Government's *Sustainable and Active Travel* budget line. Despite rising this year the funding was 50% over-subscribed. **And, without a budget rethink, investment will fall in 2015/16 [p7] meaning fewer new projects.**

The Government wants to raise cycling from 1% to 10% of all trips by 2020, yet invests just 1%-1½% of its transport budget, £20m-£30m. Less funding and ambition for the whole of Scotland than for London alone [p7]. In contrast **the Scottish Government has no public aim to raise car use**, yet promises £6bn to dual the A96 & A9, even before seeing the effect of average speed cameras.

This year's *Pedal on Parliament*, the biggest ever demo at the Parliament according to the Minister, is a sign that things must change. **Tell your MSPs what you think.**



Pedal on Parliament 2014 - 4500 people of all ages – the biggest ever demonstration at Scotland's Parliament photo Chris Hill

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

FOR YOUR DIARY

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

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

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

Weekends: 'Mellow Velo' - Hostel/ B&B w'ends - evolved from Spokes weekends group - www.mellowvelo.org.uk.

More Edinburgh rides/events www.cycling-edinburgh.org.uk - includes 'very easy' rides, usually last Sun of month

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

June 12-22 National Bike Week bikeweek.org.uk and **Edinburgh Festival of Cycling** edfoc.org.uk

* means see www.edfoc.org.uk for times, places, details.

Spokes members also receive the full printed program.

All week: rides, films, culture, Dr Bike, talks, including...

*June 12 **Edinburgh Hills ride** with stories by Storybikes

*June 12-22 **City bike tours** with historical commentary

*June 13 **Cycle across America** Chris Oliver @cyclingsurgeon

*June 14 **Women on Wheels Day** talks, discussion, rides, workshop. More info at womenscycleforum.wordpress.com

*June 14 **St Andrews ride** The 34th year of this great ride! www.leprahealthinaction.org : get involved : events.

*June 18 **Spokes Bike Breakfast** City Chambers, 7.45-9.45. Stalls, rolls, tea/coffee, councillors to lobby, £100 EBC voucher draw & chain clean, police bike security marking.

Speakers [8.30ish] Cllr Lesley Hinds [Transport Convener] + Jim Eadie MSP [Parliament Cross-Party Cycle Group].

Rides to the breakfast (with councillors & MSPs) from various parts of the city: see www.breakfastbikeride.org.uk.

More info: bikebreakfast@spokes.org.uk

*June 21 **Thanks for Shopping by Bike** Spokes event at Castle Terrace Farmers' Market, 10-12ish. People arriving by bike receive goodies (until they run out!) Also Spokes stall. [Contact us if you can offer to **donate** bulk goodies]

June 20-22 **Glasgow CycleHack** 48-hour event to design transport and cycling solutions www.cyclehack.com

Sep 7 **Pedal for Scotland** The big ride www.pedalforScotland.org

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

CYCLING DESIGN GUIDES

You wait for one, and then 3 come along!! For reviews of the differences, see spokes.org.uk : links : technical.

Making Space for Cycling by Cyclenation. Emphasis on segregation from motor traffic in major street makeovers or other big developments. [makingspaceforcycling.org]

Handbook for Cycle-Friendly Design by Sustrans. Aims to make existing places more bike-friendly. Detailed guide. www.sustrans.org.uk/news/new-handbook-cycle-friendly-design

Space for Cycling by CTC. Illustrated guide to principles of design, not details. Aimed at councillors and other decision-makers [Search for *Space for Cycling Guide* at www.ctc.org.uk].

SPOKES BULLETIN INFORMATION

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MY MEMORABLE MOMENT

Our great **Summer Competition** tradition continues...

In 2014 we want to hear of an occasion with your bike that may be good or bad but is totally unforgettable.

Top entries will win one of the great prizes below – first prize chooses first and so on. **Closing date: Fri Sept 5.**

- **ScotRail:** Return 1st ticket for 2 between any 2 Scottish stns
- **Edinburgh Bicycle Coop:** £50 EBC voucher
- **Sustrans:** Selection of Sustrans Scotland maps
- **Camera Obscura & World of Illusions:** Family day ticket [2]
- **Kalpna Indian Veg restaurant:** Lunch for 2
- **Peter's Yard:** Selection of goodies
- **Reiss Hairsalon:** Hair cut and finish
- **Filmhouse:** Tickets for 2
- **Cameo:** Tickets for 3 [some restrictions inc. not weekend]

Note that your entry may be used by Spokes in Bulletins, our website or other ways. By entering you agree to this.

Download an entry form [with rules] at...

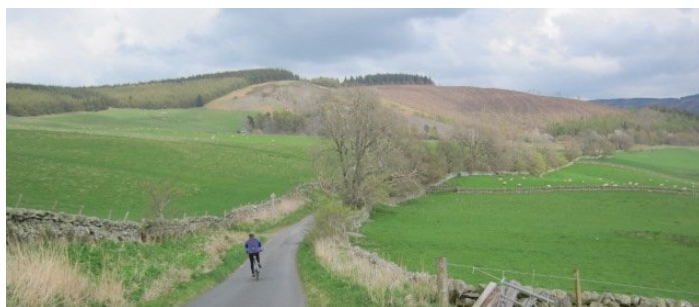
www.spokes.org.uk – downloads – odds&ends – competitions.

Also see our great previous comps such as *Cycling Jokes, Favourite Rides, Path Art* and *Cycling Solutions*

C2C : COAST TO COAST

The east-west **John Muir Way**, Dunbar to Helensburgh via the East Lothian coast, Edinburgh, Linlithgow and Falkirk is now open, with walking and cycling options. More information, maps and guides [paper and online] available at www.johnmuirway.org.

The north-south **C2C Solway to Forth** is at an earlier stage, with one part still on main road, but there is now a great map [with alternative routes] and several 'trailblazing' group rides have enjoyed it [spokes.org.uk Mar 5 news].



The **Solway-Forth C2C map** costs £4.99 but Spokes members get a free copy until we run out - **join now!**

The original north England C2C has brought big tourism benefits for towns and villages en route, with new B&Bs and even bike shops opening - now with 15,000 visitors a year, each spending £100-£150 over 3-4 days. The scale of activity is clear from its website [www.c2c-guide.co.uk] and it is hoped the Scottish C2C will do similar.

☺ THANK YOU ☺

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

SPOKES MEMBERSHIP RENEWAL

Please return your 2014 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.

SOUTH EDINBURGH TO CITY CENTRE

South Edinburgh to the city centre via Middle Meadow Walk [MMW] is Edinburgh's busiest cycleroute. Our Forrest Road traffic counts consistently find bikes comprise 20%-25% of morning rush-hour vehicles. In line with the Council's wish greatly to increase cycle use by 2020, and to support walking, Spokes proposes a radical redesign of this corridor, to further reduce motor traffic dominance, as in our map below.

If you like our idea, ask your councillors to act on it!



The map is a basis for discussion. *Other options might be...*

- ♦ Shared space in Forrest Road, as very little motor traffic
- ♦ Traffic lights at Chambers St/ Candlemaker Row junction
- ♦ George IV Bridge wider pavements and single traffic lanes with no separate bus lanes [not many buses here]
- ♦ **Jim Eadie**, MSP for Edinburgh Southern, has suggested restricting Geo. IV Bridge to buses, taxis, bikes and walking - *"a sustainable transport corridor to reduce pollution and increase footfall vital to our shops and cafes"* [EEN 3.6.13].

PUBLIC BIKE COUNTER

Public counters encourage cycling – it feels great to cycle by and raise the count, and so for several years Spokes lobbied Edinburgh for a MMW counter. This was agreed – but then Sustrans won government Climate Change money to install nine counters around Scotland, which paid for MMW and another at the canal. In recognition of our role highlighting the issue, our Spokes logo is on the MMW counter.

MEADOWS: CHANGED TIMES!

When Spokes began in 1977 Edinburgh had not a single cycle facility. Not even the Meadows route existed, forcing every cyclist to use the Tollcross or Southside main roads. **Ralph Brereton**, *"Conservative Councillor for Marchmont and proud of it"* told the Scotsman, *"Spokes can get lost and take its Commie friends with it"* [Spokes Bulletin 2]. The 1977 Council Transport Policy omitted cycling entirely [Spokes 1].

It took **6 years tough campaigning** to achieve the Middle Meadow Walk breakthrough [Spokes 18] and **another 4 to get a traffic-light Melville Drive crossing** [Spokes 35] – until then even walkers had to brave unrestricted motor traffic!

Slowly attitudes have changed - new facilities raise bike use, more people lobby councillors, and they in turn gain understanding and confidence in the value of a cycling and walking-friendly environment. We still have far to go, but the pressure keeps rising, more people are cycling, and what was once politically impossible now becomes realistic.

North Meadow Walk is now excellent [Spokes 117] and links to it are planned from the **Innocent** path in 14/15 and the **canal** in 15/16, for commuters, shopping, leisure etc.

These improvements come because people like you lobby councillors and MSPs, not just about schemes, but also about money. Big projects are possible only because Edinburgh now allocates 7% of its transport budget to cycling, and because the Scottish Government upped its funding from 1% to 1.5%. Imagine what we could see across Scotland if the government allocated 7% too!



1984: MMW Opening



2014: Well over 1000 a day

Counters will also be at Clydebank, Glasgow, Coatbridge, Stirling, Benderloch, Inverness, and Perth, with a Master Display outside the Scottish Government Offices in Leith. Whilst the data will be useful, there are of course already many non-display counters, and we see the greatest value of the public counters in encouraging people to cycle.

If your area doesn't have a public counter, tell your MSPs about them, ask for another batch to be funded, and suggest your ideal local location.

LOCAL NEWS : LOTS!

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

Thanks in part to Edinburgh Council's 7% cycling budget [Spokes 118] we only have space here for brief notes on main items. **Spokes members receive email updates about new developments and consultations.** [See also spokes.org.uk].

HAYMARKET TRAMLINE CRASHES

Edinburgh Council has agreed, as part of its investigation of an east-west route, to consider the Spokes proposal for a Morrison St cycleroute [Spokes 118]. *Thanks if you contacted councillors about this.* Our plan would stop virtually all Haymarket westbound tramline crashes – we continue to hear of more crashes here than at all other locations combined.

GEORGE STREET SEGREGATED EXPERIMENT

Edinburgh's first segregated route [Spokes 118] appears this summer. This is very welcome but we remain concerned about the Frederick Street 'crossover' and that Princes Street is the real main desire line. See our submission at spokes.org.uk : documents : local : Edinburgh : city centre.

CANAL-MEADOWS-INNOCENT ROUTE

Meadows-Innocent work is expected in early 2015. Several of our concerns have been addressed, including a direct road crossing at North Meadow Walk and more pedestrian/cycle segregation. [spokes.org.uk : documents : local : Edinburgh : south]. This summer will see a *Canal-Meadows* public consultation.

LEITH WALK

Work has begun north of Pilrig Street, but with onroad cycle lanes. Southwards will see segregated routes and removal of London Rd roundabout; consultation this summer.

MARKET STREET CYCLE LANE

A persistent Spokes campaign over several years brought agreement to an uphill cycle lane – sadly not mandatory, but with double-yellow lines. Installation expected this summer.

ONROAD SIGNED QUIET ROUTES

Routes to Kings Bldgs from Pollock Halls and Marchmont Rd, with limited facilities, will be consulted on late this year.

GETTING IT WRONG ...

Edinburgh Council too often gets details wrong when installing cycle schemes, resulting in social media criticism which can almost drown out overall benefits. Some critics are over-hasty but many make valid points which the Council accepts and rectifies. For example...

- ◆ On North Meadow Walk the 'tactile slabs' used to enable blind people to avoid cycleroute entrances were of the wrong type and several people skidded before they were replaced.
- ◆ Exactly the same mistake was made on a subsequent Leith path upgrade; the council had not learned from the first case.
- ◆ A chicane to slow cyclists outside Leith Links school was installed incorrectly so was unusable by trailers, tandems, etc. [Use of a chicane v. alternatives is also a concern, but that is a planning/consultation issue, not an implementation fault].
- ◆ Lamp standards were on paths instead of beside them.
- ◆ At Maidencraig Cres a walking route was painted across the cyclepath, but using paint slippery in rain. Cyclists have skidded and fallen, at least one with injuries and torn clothes.

The Council usually consults widely on overall scheme design, but these problems are in the detail. A rigorous auditing process is needed to prevent such problems.

UNION CANAL TOWPATH

Towpath use will keep growing, with a new Boroughmuir school, other developments, and better links to the Meadows and North Edinburgh. **Spokes has published plans to tackle congestion and conflict** - including parallel road cycleroutes for people who wish to cycle faster [spokes.org.uk, May 6 news].

The LED solar lighting now extends to Wester Hailes. It is attractive and functional, with colour to show path entrances.



Digitally lightened evening photo by Chris Hill

FRONT GARDEN SHEDS

Following approval of our factsheet as "appropriate" by the council [Spokes 117] we know of two successful applications which largely met the factsheet criteria. **To avoid being told to remove a shed, or charged abortive £192 planning fees, it is vital to consult our factsheet.** [spokes.org.uk, Jan 21 news].

CITY 20MPH NETWORK [spokes.org.uk, Jan 9 news]

Consultation this summer, phased implementation 2014/17.

OFFROAD ROUTE DEVELOPMENT

Work is underway and/or expected soon on sections of *Loanhead-Gilmerton*; *Leith-Portobello* and the *A90* route to Queensferry, the Forth Bridge and Fife.

TRAM BIKE CARRIAGE

The council's *Local Transport Strategy* [spokes.org.uk 9.1.14 - policy PCycle6] supports bike carriage subject to a satisfactory trial. This has been promised in 6 months [Cycle Forum 17.4.13].

... AND RIGHT!

Many of the above complaints emerge on the City Cycling Forum [citycyclingedinburgh.info] - which led a Forum member to ask people for good/favourite Edinburgh cycle facilities. There were many positive replies for the council, including...

- ◆ the entire offroad paths network
- ◆ LED solar lighting along the canal towpath
- ◆ traffic lights replacing Gardners Cres roundabout
- ◆ road resurfacings giving a smooth unpotholed ride
- ◆ toucan crossings [e.g. Sir Harry Lauder Road]
- ◆ access from Bruntsfield Place to Bruntsfield Links path
- ◆ Rodney Street tunnel
- ◆ Silverknowes promenade
- ◆ a lot of 'small improvements' [?dropped kerbs etc]
- ◆ the new Stenhouse-Balgreen tramside path
- ◆ surfacing of the Corstorphine-Balgreen route
- ◆ winter gritting of the North Edinburgh Network
- ◆ rebuilt junction of Craightinny Av with Portobello Rd
- ◆ narrow Canaan Lane: 1-way for cars, 2-way for bikes
- ◆ the A90/B924 ongoing route improvements.



SPOKES Cycle Maps of Edinburgh, Glasgow Mid, East, West Lothian

- ◆ One map £5
- ◆ Add £4 for second map
- ◆ Add £3 for each further map
- ◆ All post free
- ◆ Cheques payable to Spokes

For info about new editions use the *Spokes Maps* tab at spokes.org.uk

BIKE SHARE

Scotland in 2014 will have 3 bikeshare schemes

[open] **Dumfries** www.dumgal.gov.uk/gosmart : Bike2Go

[opens soon] **Glasgow** www.nextbike.co.uk/en/glasgow

[July 23] **Stirling** stirlingcyclehub.org : News : May 2nd

Like most bike hire schemes, these need cash support, either government or private sector. **Edinburgh's** new *Local Transport Strategy* commits to bike hire if outside funding can be found, and the council is seeking this.

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HEALTH & SAFETY

HGV BIKE TRAINING

More than half of London cycling fatalities involve a HGV. Edinburgh has between 1 and 3 cycling deaths most years, with HGVs involved in several of these - including the crash leading to the *andrewcyclist.com* campaign. Thus we applaud Edinburgh Council's innovative scheme to give all its HGV drivers cycle training; and its earlier 2012 Festival Square initiative to let cyclists sit in a HGV cab [time to repeat this?]



Three drivers below the cab instead of in it! *photo: Ed Council*
Until a driver has cycled, or a cyclist sat in a driver's cab, it is difficult for each to appreciate the perspective of the other.

RURAL 'A' ROADS

We have often highlighted that *rural 'A' roads* are by far the least safe places to cycle in terms of death per km cycled. Contrary to popular belief, risk of death on an *urban minor road* is on a par with Danish or Netherlands averages - but risk is **twenty times higher** on a rural A road [Spokes 117,115].

Of course, many minor injuries do happen on urban local roads, particularly at junctions, but a cyclist on such roads can at least reduce risks by careful cycling, such as keeping away from car doors and being very alert at junctions. In contrast, rural A road crashes are often impossible for the cyclist to anticipate, being hit from behind with no warning, by a driver *distracted for a few moments while travelling fast*.

Of 4 Scotland deaths in 2014 so far, 3 were on rural roads, 2 of these being 'A' roads, continuing the pattern [Spokes 117].

We recently highlighted the dangers of a 1.4km stretch on **Falkirk Council's A904** Bo'ness-Falkirk road [Spokes 118].

In **Midlothian** and **Borders** there is great concern about **A701** and **A703** cyclist safety. Indeed, as we go to press, a safety campaigner, commuter Martin Williamson, was hit by a wing-mirror on the A701, fortunately without serious injury. [The driver then tried to run over a witness cyclist! Fortunately all was captured on headcam and the police are following it up. There is a picture at Martin's twitter site, @VeloVeritas1].

The crash recalls a 2004 Midlothian cyclist A-road death, hit by a passing wing-mirror on the A68 [Scotsman 12.2.04].

Ironically, Martin had recently met Borders Transport Head **Brian Young**, MP **David Mundell**, and the **police** to discuss the **A703**. They offered no support for average-speed cameras or a 50mph limit, despite the evidence elsewhere. The police did however promise more unmarked-car rush-hour patrols.

Many HGVs belong to private companies but the Council is also looking into offering them cycle-awareness training, using the courses developed for the internal training.

London Cycling Campaign has run a very effective *Safer Lorries, Safer Cycling* project [lcc.org.uk/pages/why-safer-lorries] - most London Boroughs now provide HGV cycle training and many incorporate bike-safety conditions into all contracts with haulage companies - **Edinburgh should follow this example**. Also this year a 'Safer Lorry Zone' will be created inside London's M25, with HGVs banned unless they have side-guards and approved mirrors [Evening Standard 30.1.14].

LONDON HEALTH PLAN

Transport for London [TfL] has published a very impressive **Transport Health Action Plan** which includes extensive research evidence and emphasises active travel. [To find it, search for *Improving the Health of Londoners* at www.tfl.gov.uk]

Some interesting points from the report...

- ♦ [p27] *The health benefits of taking up cycling are similar to those of giving up smoking*
- ♦ [p26] *Active travel is the only viable option for significantly increasing physical activity levels across London's population*
- ♦ [p27] *On average, changing from regular car use to bike...
you gain 100-400 days of life through physical activity
you lose 5-9 days from injury risk and 1-4 from pollution.*

In **Midlothian**, Green councillor and Spokes member **Ian Baxter**, John Pope of the Access Forum, and others met council cycle officer Dave Kenny to discuss the **A701/A703**, which takes commuters into the city and staff/students out to Edinburgh University's Bush Estate. There are cycle lanes in parts but it is still daunting, especially at junctions. Cllr Baxter believes a quality offroad alternative is essential to achieve the cycle use potential - Midlothian council is looking into this.

RURAL 'A' ROAD SOLUTIONS

If you are affected, try some or all of the following...

- ♦ Ask your **councillors** for *infrastructure, lower speed limits* and/or *average-speed cameras*, whichever you feel are right and possible for the A-road that concerns you.
- ♦ Ask your **MSPs** to support *Presumed Liability* [below].
- ♦ In **emails**, give the figures for rural A-road cycling danger [Spokes 117]. Politicians and the media often don't appreciate the huge safety differences between road types.

PRESUMED LIABILITY

Under presumed liability a vulnerable road user receives compensation in a crash with a vehicle, unless the driver proves no fault. Ditto for a pedestrian/cycle crash. This shifts the burden of proof from the more vulnerable, as it is currently, to the more powerful. The process is fairly quick and is quite separate from any criminal prosecution.

RoadShare [twitter.com/roadshare] has been set up to take the campaign for presumed liability in Scotland to a new level and seek legal change. The group, on which Spokes is represented, has technical, legal and political expert members and is chaired by consultant surgeon Dr Chris Oliver, also a longstanding Spokes member.

Sign the petition! Find the link at twitter.com/roadshare.

THE SCOTTISH GOVERNMENT

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

CASH UP & DOWN!

Government cycling investment, after flat-lining for some years, rose from 1.0% of transport spending in 13/14 to 1.6% in 14/15 [see table]. Some of the great results can be seen on p1 and in our Sustrans supplement. As we have long argued, government money also encourages **councils** to invest more of their own cash, and this is happening.

The funding is, however, still way too low to reach the 2020 'vision' of 10% of all trips by bike. **Worse: cycle investment currently looks set to fall back in 15/16**, though our estimate [see table] has several uncertainties...

- ◆ The government has allocated £20.25m to its **Future Transport Fund** in 15/16. How much of this will go to cycling? In 14/15, £4.5m did from an £18.75m FTF total.
- ◆ The last budget provisionally allocated £15m in 15/16 to **Sustainable and Active Travel**. How much will go to Active Travel? - this year's evidence suggests £3m-£4m.
- ◆ Will any **Consequentials** money go to cycling? This is an arcane and unpredictable source. £6.8m of the 14/15 cycling money is from this, with none so far for 15/16.
- ◆ Will the government revise the **budget's structure** to give greater clarity about funding for active travel?

WHAT YOU CAN DO

Despite the 14/15 rise, the cash only enabled Sustrans to fund 136 of 196 bids, and some of those only in part. **Yet, unless government acts, funding will fall in 15/16.** And even current investment is too low to achieve 10% bike-trips by 2020. Also, failed bids may mean internal match-funds are reallocated, doubling the loss to cycling.

The government is already working on its 2015/16 budget. Ask your MSPs for 5% of transport spending to go to cycling and for this to be a regular allocation, like in Edinburgh - not rising and falling unpredictably.

WHY DID 14/15 FUNDING RISE?

The rise results from growing pressure on MSPs from concerned people and groups. When the SNP was elected it planned to *cut* cycling investment [spokes.org.uk 4.10.11] but was taken aback by the level of protest. Jim Eadie MSP said he alone received *more than 100 emails/letters*, and the planned cuts were largely halted. Since then pressure has grown with each budget, and the massive *Pedal on Parliament* protests raise consciousness further.

Another crucial factor was detailed Sustrans evidence [spokes.org.uk : documents : submissions : national : 1110 : Sustrans] with names of local companies, showing the high levels of *local employment* generated by its cycling investment; unlike 'big transport' such as the 3rd Forth Road Bridge.

We suspect that Transport Minister **Keith Brown** well understands the need to invest more. Indeed he told Parliament's ICI Committee, "*the transport budget should start to concentrate more and more on active travel*" [Official Report 26.3.14 col 2916]. But he needs to persuade his senior and other colleagues: this is why we suggest emailing *your own MSPs*, not just the Minister – *we must keep raising the consciousness of Parliament as a whole.*

SCOTLAND CYCLE FUNDING

Our table estimates **Scottish government cycling investment**, including walk/cycle projects. *It excludes non-government funds*, notably the ~£10m raised by councils and RTPs from internal funds and external sources like Europe [Spokes 117].

Active travel lines in the budget are complex [Spokes 117]. We therefore mainly show funding *destinations*, not *sources*.

[£million]	10/11	11/12	12/13	13/14	14/15	15/16
Cycle CWSS [a]	4.0	4.0	3.3	~3.1	~4.5	~4.4
Sustrans [b]	7.7	5.8	9.7	11.9	~19.4	~15.7
Cycling Scotland	1.3	2.3	2.0	2.4	~2.5	~2.1
Trunk roads [c]	~2.0	~2.0	~2.0	~2.0	~4.6	~2.0
Other [d]	1.4	0.9	0.9	1.0	~1.1	~1.1
Total cycling	16.4	15.0	17.9	20.4	~32.1	~25.3
Total transport [e]	1864	1812	1893	2019	2030	2120
Cycling % of total	0.9%	0.8%	0.9%	1.0%	1.6%	1.2%

CWSS *Cycling Walking Safer Streets* fund based on population size.

SAT *Sustainable and Active Travel* budget line. A hotch-potch of walk, cycle, low carbon vehicles and some bus and park & ride.

FTF *Future Transport Fund* Similar aims to SAT – confusing!

~ Not fully known – estimated or assumed same as previous year.

a. **CWSS**: the table shows how much goes to cycling [Spokes 117].

b. **Sustrans** funding: largely from SAT and FTF. Used mainly for match-funded projects with councils & other partners.

c. **Transport Scotland trunk road cycle schemes**: PQ S4W16845 suggests average £2m p.a. Extra cash for Great Glen Route in 14/15.

d. **Other govt funds**: includes the cycling element of Smarter Choices [Spokes 117] and of Climate Challenge Fund [estimate].

e. **Total Transport** = Budget transport lines + FTF + CWSS.

LONDON MINI-HOLLANDS



Three London Boroughs have each won £30m to create 'Mini-Hollands.' In Enfield's mini-Holland, for example, the main street will change to two-way segregated cycling a bus lane and wider pavements [above]. This cash is on top of the main *Transport for London* cycle funding for superhighways, redesign of dangerous junctions, etc. It compares to our £20m-£30m a year for all Scotland. [london.gov.uk/priorities/transport/city-hall-cycling-blog 12.3.14 news]

JOBS IN GREEN HEALTHY TRANSPORT

Excellent new report from the World Health Organisation – search for *jobs green transport* at www.euro.who.int.

WALKING AND CYCLING REPORT

Walking & Cycling is a briefing for MSPs by the Scottish Parliament Information Service SPICe. On funding it says "*The figures produced by Spokes are the most accurate and comprehensive guide to public investment in cycling*" [The report is at scottish.parliament.uk. Search for SB 14-30]

THE BEST THING EVER!!

Check out this Guardian article on why cycling is great theguardian.com/environment/bike-blog : 11 April. Briefly...

It's freedom It's quick It makes you fit
It makes you feel better It saves you money
You can get back to nature It's an adventure
You can stop and take in your surroundings
It's good for the environment and ... **it's fun!!**

MEGA-TRUCKS : NO THANK YOU!

But a big *yes thank you* to Spokes members who emailed MEPs after the flyer in our Spring mailing. The European Parliament has now rejected greater use of 25-metre long trucks, despite Conservative and UKIP support.

[freightonrail.org.uk/PressReleases.htm]

INDEPENDENCE WHITE PAPER

Spokes has no position on the Independence referendum, but we are certainly disturbed to find no mention at all of walking or cycling in the Scottish government's 650-page White Paper. The White Paper's transport vision centres on expanding long-distance travel, particularly road and air, with little interest in local accessibility or in reducing the need to travel. [spokes.org.uk, 27.11.13 news]

COUNCILLOR JIM ORR

Cllr Orr, Edinburgh's former cycling supremo [our term!] has resigned from the Council SNP group and so is no longer Transport Vice-Convenor or in charge of cycling. Cllr Orr did much on Council cycle policy, including new initiatives such as the HGV driver training [p6]. He was thanked and applauded at our Spring public meeting. **Cllr Adam McVey** is new Vice-Convenor; he will share cycling responsibility with Convenor **Cllr Lesley Hinds**.

"SEVERE & IRREVERSIBLE"

The latest scientific reports by the *Intergovernmental Panel on Climate Change* have been published, with evidence of heat, flood and storm impacts around the world, each set to grow stronger and fiercer [ipcc.ch]. The *US National Climate Assessment* shows graphically what this means for America [nca2014.globalchange.gov].

Scottish climate campaigning is led by **Stop Climate Chaos**, a coalition of 60 national and local organisations. To help the campaign go to stopclimatechaos.org/scotland.

BRITISH CYCLING CHANGES

British Cycling is the national governing body for cycling as sport, and hugely influential in how politicians, media and the public see cycling. Until recently this image largely forgot that most bike use is about local trips to shops or work, not just for wannabe Chris Hoys.

However a great new BC report and 10-point plan *Time to #ChooseCycling* brings a refreshing change! This is well illustrated by its call for a Highway Code change: **"We want to see people cycling in everyday clothes. Putting an onus on cyclists to wear a uniform and helmet is having a negative impact on increasing participation."** [Report: britishcycling.org.uk/campaigning : #ChooseCycling]



Edinburgh Council Leader **Andrew Burns** and Transport Convenor **Lesley Hinds** at Pedal on Parliament 2014

ESSENTIAL CONTACTS

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

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

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

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

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

Taxi issues: licensing@edinburgh.gov.uk [try taxi firm first]

Lothian Buses: mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding, other road crime: see www.spokes.org.uk : links : reporting

Emotional/practical victim support: RoadPeace 02089641021

How to...

CONTACT YOUR POLITICIANS

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

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

SNP

Ed Central, Marco Biagi

Ed Southern, Jim Eadie

Ed Western, Colin Keir

Linlithgow, Fiona Hyslop

Ed Pentlands, Gordon MacDonald

Almond Valley, Angela Constance

Midloth N & Muss, Colin Beattie

GREEN List, Alison Johnstone

LABOUR

Ed North/Leith, Malcolm Chisholm

List, Sarah Boyack

List, Kezia Dugdale

List, Neil Findlay

CONSERVATIVE

List, Cameron Buchanan

List, Gavin Brown

Local councils: Find councillors + Who runs the council

edinburgh.gov.uk 0131.529.3186 Lab/SNP

eastlothian.gov.uk 01620.827827 Lab/Con

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

westlothian.gov.uk 01506.775000 Lab [minority]

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

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].