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LOGJAM SHIFTING?

Widespread and growing concern about neglect of active travel, cycling and walking, may be impacting at last on the Scottish government's upper echelons. Instead of the 2011 draft budget's big cuts [Spokes 111] this year sees a small rise. Have we turned a corner?

Sadly, the rise is just £6m extra over two years, out of £2000m annual transport spending so **government cycle investment is still under 1% of total transport** [p6].

Failure to grow cycling is now harming government climate change and obesity strategies, which rely in part on meeting the cycling target [spokes.org.uk : submissions : national : Sep 22 ICI Cttee]. The first climate target has been missed, transport emissions are up, and Scottish child obesity is rising [National Performance Indicators 2012]. **Pressure is growing, however, as it becomes ever clearer that 1% or less of the transport budget can never achieve the government's 2020 target of 10% of all trips by bike;** a target the government nonetheless reaffirmed in Parliament's first ever cycling debate! [p4]

INSIDE

- ♦ 'Using Shared Paths' – new Spokes factsheet
- ♦ *Bike Station* supplement – latest developments
- ♦ *Spokes 16th annual councils cycle funding survey*

Spokes calculations [see Sep 22 submission above] show that a minimum of 5% of the transport budget [i.e. £20 per person per year] starting now, is the minimum to give any real hope. And many prestigious organisations are urging 10% of transport spending for active travel as a whole [see above submission; also *Active Travel, Active Scotland*, 29.5.12 news at transformscotland.org.uk].

The *Scottish Parliament Cross-Party Cycling Group*, set up by Spokes member **Alison Johnstone MSP** urges a “*step change in investment*,” calling it “*high impact preventative spend*” - a top government criterion. At UK level, Labour has just promised to implement fully the *Times Cycling Manifesto* which includes a *minimum 2% of transport spend for cycling* [ctc.org.uk, news 4 Oct].

WHAT YOU CAN DO [find MSPs at www.writetothem.com]

- ♦ **Write to all your MSPs** - say why this matters to you.
- ♦ **Ask Labour MSPs** to beat UK Labour's good example.

EDINBURGH PROJECTS



New bridge at Seafeld Place

picture: Tim Smith

Edinburgh Council's rising cycling budget provides two major openings this year.

The **Leith Links - Seafeld** path completes the offroad **Portobello - Leith** route apart from a new ramp and toucan crossing at Seafeld end, both likely in 2013.

The **Mayfield-Mound** onroad **Quality Bike Corridor**, quiet-road Grange route and wide-area 20mph zone will help many university and other trips, though red surface repair is still needed in parts [e.g Mound]. We'd have preferred a segregated route, but it is currently *politically* infeasible, with trader loading demands, etc, in narrow sections. We hope the cycling growth achieved by earlier bike facilities will continue, bringing pressure for more.

The Council's 13/14 programme is likely to include the **Meadows - Innocent** connection, more phases of **Forth Bridge - Edinburgh** and possibly **Burdiehouse-Straiton**

(for Midlothian), **North Meadow Walk** rebuild, work on the **Gyle-Newbridge A8** path, and more.

PUBLIC REALM CONCERNS

Despite these cycling projects **we are concerned at slow progress, and lack of cycling integration, in some wider transport and public realm projects** – notably the city centre, **Princes St, George St** etc [see also p3].



Last year parents brought young kids to Princes St by bike.

Now traffic is back - what would Jan Gehl say? pic: Dave du Feu

Ideas by Danish design guru **Jan Gehl**, sponsored by Edinburgh Council, and highlighting city centre cycling potential, have not been acted on [spokes.org.uk : documents : local : Edinburgh : Princes St]. **Cllr Ian Perry**, new council Planning Convener, says he will be “*bolder*” and “*make changes before the trams start*” [Scotsman 27.9.12] – **ask your councillors what this means on the ground!**

WHAT THEY SAY ABOUT SPOKES

“*We are grateful to Spokes for vigorous campaigns to protect CWSS funds*” Cycling officer from a Scottish council
 “*Stunning bike ride – I found a whole new Edinburgh thanks to the Spokes map*” Person recently started cycling.

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, 10-3, 2nd Sat of month. Mike Lewis 343.2520 mike@cyclings-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.

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

SPOKES FACTSHEETS

Download Spokes factsheets at spokes.org.uk : documents : advice or contact us for printed copies.

- ♦ 'On Shared Paths' - also reprinted in this Bulletin
- ♦ 'Helmets : Safety Warning' - know both sides of the story
- ♦ 'How to be a Cycling Flat-dweller' - storing your bike
- ♦ 'How to be a Cycling Family' and 'Get Your Child Cycling'

WEANS ON WHEELS

Our child and family cycling factsheets above have inspired a new website/blog weansonwheels.blogspot.co.uk and twitter account @WeansOnWheels. WoW wants ideas for family-friendly bike rides in Edinburgh or Lothian, length 5-20 miles, for the website - send your ideas, questions and any offers of website or graphical help to familycycling@spokes.org.uk.

THINGS TO DO

- ♦ **£50,000 prize for best new bike security device!** Closing date 18.1.13. Details: search for 'Hands Off' at nesta.org.uk.
- ♦ **Bikes on Tram-Train** Edinburgh tram has agreed to trial bike carriage, but groups elsewhere are still fighting. Sign this petition if you agree: epetitions.direct.gov.uk/petitions/39937.
- ♦ **National Planning Framework [Scotland].** Submit ideas for developments of national (not regional) significance by 14.12.12 at scotland.gov.uk/npf3. A project we may suggest is to create a truly cycle-friendly town in each council area, all linked by the National Cycle Network - please do the same!!

WWW.SPOKES.ORG.UK

Our website has much useful info: try the tabs at the top, the 'cloud' on the right or links from relevant news stories.

Major website updates/news are tweeted and facebooked [click to our twitter / facebook sites from www.spokes.org.uk].

Please join Spokes too: we need your donation & support!

SPOKES MEMBERSHIP RENEWAL

Members not yet renewed for 2012 receive a reminder in this mailing. If you are up to date you'll get a 2013 renewal form in Feb/Mar - please don't try to renew in advance!

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 February.

My Favourite Place by Bike

Our 2012 competition asked for your favourite place by bike - to go to, or be at, or enjoy - what, where, why!

Thanks to all who entered, for such a range of ideas, from everyday local pleasures to remote or hidden places. We hope you'll be inspired to try some of them - with your bike! Thanks too to our external expert judge, **Andy Johnson** of *Camera Obscura* and *World of Illusions*.

Three places stood out as perfect to try with your bike: Cramond [4 entries], Holyrood Park [4] and E.Loathian [12]. The top entry was an innovative location for a family outing, then 2 entries waxed almost poetic about the canal and Cramond, and fourth was the view over Edinburgh on an everyday commute down the Bruntsfield path [photo] - "there's not a day I don't remind myself how lucky I am."



On our website [Sept 17 news item] you can find links to a fuller report, all entries and great previous competitions such as *Cycling Jokes*, *Path Art* and *Cycling Solutions*.

The top entries were judged to be...

1 Mark James	Whittinghame Water ropeswing
2 Margaret Hanson	Union Canal
3 Katharine Wake	Cramond/Silverknowes esplanade
4 Mike Trotter	Top of Leamington Walk [see photo]
5 Patricia Andrew	Gullane Hill, East Lothian
6 Peter Hawkins	Torphichen, West Lothian
7 Ken Morrison	Dunsapie Loch
8 Tim Smith	Western Harbour View, Leith
9 Elaine Appleby	Holyrood Park
10 Benni Whiteley	Astley Ainslie Hospital grounds
11 Martin Gemmell	Cairnpapple Hill burial mound
12 Helen Todd	Craigie's farm shop & cafe

Prizes: Thanks to our donors **Edinburgh Bike Coop, Sustrans, ScotRail, Camera Obscura & World of Illusions, Velo Ecosse, Peter's Yard, Kalpna Indian Veg restaurant, Scottish Seabird Centre, Reisse Hair Salon.** More details on website as above.

DRIVE SAFE, CYCLE SAFE

Spokes continues working with the police and council Safer Streets campaign streetsaheadinedinburgh.org.uk [Spokes 113]. The autumn phase reminds drivers to think bike before turning and cyclists to use lights and dress brightly in the dark. Whilst infrastructure and road conditions are the long-term answer, Spokes feels it's useful also to participate in this campaign.

Additional to the current bus-back and other advertising, we hope to get the campaign extended to motoring outlets - possibly driving schools, driver rehabilitation courses and car fleets, with information, offer of speakers, and so on.

☺ THANK YOU ☺

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

LOCAL NEWS

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

EDINBURGH BIKE NEWS

Edinburgh's Transport Vice-Convener and cycling supremo, **Cllr Jim Orr**, chaired his first meeting of the Cycle Forum in late September. Some very good news items emerged...

- ◆ Cllr Orr referred to next year's **cycle budget** being 6% of transport spending, confirming the previous council's decision to adopt a 1% annual rise [Spokes 113]. **The Council is building on its past and recent successes, with around 7% of commuter trips now by bike.**
- ◆ Edinburgh's rising cycle budget enables rising **Sustrans match-funds**, paying for 50% of some big projects.
- ◆ There will be **additional staffing**, (for both cycling and walking) to ensure funds are fully and effectively used.
- ◆ The threatened **Market Street uphill cycle lane** [Spokes 112] now looks likely to go ahead. *Thanks if you contacted your councillors!!* We are arguing for it to be the city's first **mandatory lane**, i.e. no parking any time.
- ◆ Several important missing links, including **Meadows to Innocent** are likely to be built next year 2013/14.
- ◆ **Portobello Prom** is at last getting 'considerate cycling' signs instead of 'no cycling.' *If the signs work they may be used elsewhere.*
- ◆ A council report due online soon shows **bike crashes** largely static over 20 years, whilst bike use quadrupled - so trips are four times safer. *Sadly 75% of crashes involving cyclists are found to be the fault of the motorist.*
- ◆ **Maintenance** - the revenue budget's 5% for cycling is enabling many overdue *path verge and drainage works*. We should also see *winter path gritting* improved. *Routine road resurfacing* [e.g. Gorgie Road] now normally installs cycle lanes at once, using red chips: less bright, but 'permanent' [Spokes 112].

Promenade Code Of Conduct
Pedestrian priority
Considerate Cycling permitted



Cyclists Please
Give way to Pedestrians
Warn of approach
Stop if necessary
Pedestrians Please
Be aware of Cyclists
Control your dog

EDINBURGH

EDINBURGH CONCERNS

Despite the above, not all is sweetness and light!!

- ◆ [also p1] Despite yet another inspiring lecture by **Jan Gehl**, Danish expert, highlighting cycling's city centre potential, the council seems no closer to transforming **Princes St** into his European-style vision, motor-free on at least one side [[www.spokes.org.uk : documents : local : Edinburgh : Princes St.](http://www.spokes.org.uk/documents/local/Edinburgh/Princes%20St)].
- ◆ November consultation is promised on detailed **Leith Walk** plans. Greatly improved cycling provision is promised, but much depends on how far the council cuts onstreet parking. [www.spokes.org.uk : documents : local : Edinburgh: Leith Walk.](http://www.spokes.org.uk/documents/local/Edinburgh/Leith%20Walk)
- ◆ We remain fearful about some **tramline crossing points**, e.g. Princes St eastbound near St Andrews Sq. The council will monitor the outcome and try to find post-hoc solutions..
- ◆ Will the **tenement-area bike-storage scheme** be rolled out widely after the current pilot, and if so, when? [Spokes 110]
- ◆ The **bikes on trams trial** needs run enthusiastically, and brought forward from its proposed year-long delay.

POLICY CONFLICT

Edinburgh Council has signed the *Charter of Brussels* with its **ambitious target for 15% of all trips to be by bike in 2020** [Spokes 105]. The council, in line with Scottish government policies, also wishes to reduce the congestion, pollution and obesity risks of excessive car use.

How does the council tackle these objectives?

Householders, even in conservation areas, are supplied with taxpayer-funded roadscape in which they may keep cars of any shape, size or colour, in full public view, for convenient access. Meanwhile householders wishing to travel by bike are being refused permission for modest bike sheds, bought with their own money, and often invisible from the road.

It is a nonsense - planning policy is wholly over-ruling transport policy, causing needless distress to families and damaging the council's environmental credentials.

This year, Spokes has been contacted by no less than seven families affected by bike-shed bans - there will have been many others and yet others deterred from getting bikes at all.

"We have no car, and as a family trying to live without one we should be encouraged to cycle" ... "I want my kids cycling and I want to; my husband's bike has already been stolen from the garden" ... "this has been a horrible experience for us" ... "the reality of the council's environmental commitment is very different" ... "council policies need to reflect both the conservation and transport needs of a modern city."

For more examples, see 26.9.12 news at www.spokes.org.uk.

WHAT YOU CAN DO

If you've been refused permission, or deterred from getting a bike due to storage problems, **ask your councillors for improved rules** [www.writetothem.com]. We thank **Cllr Jim Orr** and **Cllr Gavin Corbett** who are raising this policy conflict; they will be helped if *your* councillors hear from *you*. Green councillors are also putting a motion to the Transport C'ttee.

TRY OUR CONSERVATION QUIZ ...



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Q1. Can you spot the [taxpayer-funded] storage space for cars in the above otherwise beautiful Edinburgh streetscape? **Q2.** Spot the [householder-funded] bicycle storage spaces?

Q3. Which does the council allow and which does it ban?

PARLIAMENT CYCLING DEBATE

The Scottish Parliament has held its first ever debate on cycling*, thanks to **Alison Johnstone**, Spokes member & Green MSP.

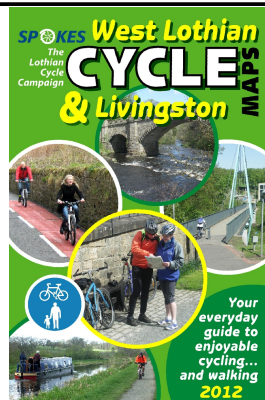
The motion, passed unanimously, stated that investing “*far more*” in cycling infrastructure would “*boost jobs, reduce business costs, cut congestion and climate-changing pollution and improve Scotland’s health by improving air quality and reducing obesity.*” Interestingly, despite investing less than 1% of the transport budget in cycling, the SNP government added an amendment “*reaffirming the target of 10% of journeys by bike by 2020*”!!



Alison Johnstone and **Jim Eadie MSP** [SNP] praised *Spokes*, *Sustrans* and *Pedal on Parliament* for raising the profile of cycling; also **Edinburgh Council** for giving a lead to other councils with its 5% budget decision. Other Edinburgh and Lothian MSPs speaking were... **Marco Biagi** [SNP], **Malcolm Chisholm** [Lab] and Spokes member **Sarah Boyack** [Lab].

No less than 3 MSPs highlighted the dreadful **A90 path from Edinburgh to the Forth Bridge** [spokes.org.uk, 1.4.12 news]. This has led to some upgrade cash, but taken from precious cycle money, not from the massive bridge access roads budget.

*scottish.parliament.uk/parliamentarybusiness/39977.aspx : March 29



Extraordinarily Excellent .. SPOKES Cycle Maps of Edinburgh, Glasgow Mid, East, West Lothian

WL new 2012. Ed, ML, WL £6 each, incl post; others £5. **Offers:** £1 off each map after the first; Ask for *Favourite Ride* or *Favourite Cycling Recipe* free.

Spokes maps may not be copied without permission. If you see this done please email tim@vizualz.co.uk

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EDINBURGH BICYCLE COOPERATIVE

FACTS & THEORIES

Despite much effort, cycle use is rising only slowly in Scotland. The latest Scottish Household Survey shows 2.0% of trips to work by bike in 2011, compared to 2.0% in 2006 and 1.7% in 2001. With bike use up in places like Edinburgh [spokes.org.uk, 20.5.12 news] it must be falling in others. **Why is it so static, given the publicity about health, and when 1000s eagerly join mass rides** such as: *Skyride* [20.7.12 news] *Pedal On Parliament* [29.4.12 news] and *Pedal for Scotland* ??

Research points unerringly to people feeling cycling is too dangerous – but although risks have risen somewhat [see below] it is just as safe as many everyday activities. Cycling is safer than walking per km, though slightly less safe per hour. Cycling is safer even than that most innocent of activities, gardening [cyclehelmets.org/1026.html].

People come to Skyride and Pedal for Scotland, and bring their children, because they *feel* safe - motor traffic is banned or is kept under control by sheer numbers of cyclists.

GETTING ABOUT BY BIKE IS VERY HEALTHY!

If people are put off from using a bike for everyday trips, that is disastrous for **public and personal health**, since the health benefits of cycling hugely outweigh injury risks – by 20:1 in some estimates. See the excellent new CTC factsheet *Cycling & Health* beta.ctc.org.uk/campaigns/views/health-and-cycling.

For strong bike use growth, it must feel (and be) safe. This needs two big changes from government / councils ...

1. INFRASTRUCTURE ESSENTIAL

Quality infrastructure makes cycling *be* even safer and also makes it *feel* safer - and so is key to extensive cycle use. It includes 20mph zones in all residential and shopping areas.

Edinburgh's widespread **coloured onroad lanes / ASLs** were a good first step, helping raise bike commuting from 2% to 7% of all trips, as was clear from comments when the coloured lanes were threatened by 'streetscape' policy in 2005 [Spokes 93 p3] - e.g. *"I doubt I'd have found the confidence without the strong message of the coloured lanes."*

HELMETS & SAFETY

Cycling is safer per km than walking, but UK cycle casualties have risen in recent years, with serious injuries up 16% in 2011 [ctc.org.uk 28.6.12 news]. Yet over the same period helmets, the official way to 'protect yourself', have become common!

Cycle use is almost static, and other road user casualties are rising less fast, so what's happening to cycling? Is helmet promotion a factor, or is some other factor affecting cyclists only, outweighing any helmet benefits? **Research is needed**, but official agencies continue 'business as usual' regardless.

Evidence suggests that if you *feel* safer you may take more risks [e.g. choose a faster road or cycle faster] and if you *look* safer you may get less care from motorists. A cyclist told us, *"I wouldn't use that road without my helmet"* and a taxi driver said, *"I make sure to give the Boris cyclists a wide berth."* The helmeted cyclist takes on more risk, the Boris cyclist less.

There were 22 injury collisions [3 serious] per million bike trips in London in 2010, but Boris bikes had only 6 [1 serious] per million hires [rdrf.org.uk/2012/08 Aug 17]. Many factors are of course involved, but such a difference needs studied, with Boris users often unhelmeted and without hi-viz, but safer!

Another theory is that the cycling population could be changing: more fast, helmeted cyclists on busy roads; fewer

But, for many, they are not enough. The council's **offroad 'family' network**, with new links like Leith-Portobello and 2013's canal-Meadows-Innocent plan, is increasingly useful. But it's not always direct: the council needs also to convert road space into **segregated onroad routes** as in Europe.

But infrastructure means money - which is why active travel needs its fair share of transport budgets - see p1.

2. DON'T MISLEAD THE PUBLIC

The myths around cycle safety are legion, and sadly **the government, police, safety charities like Brake, and other agencies who 'promote' cycling seem unwilling to assess the full evidence** – *despite their ongoing failure to seriously grow bike use and despite casualties starting to rise.*



Danish youngsters in Holyrood Park on a bike tour of Edinburgh. Spot the Scottish cyclist!! photo: Chris Hill

Do these agencies deter people by making cycling feel too dangerous? - *"how can it be safe if you have to wear a helmet? - unlike driving or walking."* **And for those who do nonetheless decide to cycle**, do the agencies put them at risk by giving a false sense of security about helmets? – see below.

Spokes does not know the answers, any more than these agencies do. But they are surely wrong to portray cycling, in pictures and in words, as so dangerous as always to need a helmet – *and* not to warn people of the downsides.

They should say: *Cycling is pretty safe if you take care and know the rules of the road. If you choose to wear a helmet **don't** use the extra confidence to cycle faster or on a less safe route - and **do** be aware that traffic tends to pass closer if you 'look' safe* [spokes.org.uk : documents : advice : helmets].

slower 'ordinary' and family cyclists on quiet roads. *Result:* the same number of cyclists in total, but more casualties.

HELMET PROMOTION: WHAT'S HAPPENING?

Many are starting to question the 'conventional wisdom' ...

- ♦ CTC is to *"urge authorities to make greater use of helmet-free imagery, to foster more and safer cycling"* Cycle Aug '12
- ♦ **New York Times** : major article, quotes Prof Piet de Jong, *"Pushing helmets really kills cycling ... it promotes a sense of danger that's not justified cycling has many health benefits"* - he estimates benefits outweigh risks by 20:1. [search for 'pushing helmets' at www.nytimes.com]
- ♦ Britain's biggest transport authority, **Transport for London**, uses both helmeted and unhelmeted pictures. Here Boris announces **Ride 2013** which will see 8 miles of central London traffic-free on August 3-4.
- ♦ Our **Spokes Bulletin 113** helmet story achieved wide interest and backing [www.spokes.org.uk June 15 news]. We now have a new advertising policy reflecting our views, and we urge other concerned organisations to do something similar ... spokes.org.uk : documents : internal : advertising..



SPOKES 16th ANNUAL CYCLE FUNDING SURVEY

Spokes surveyed mainland councils and RTPs [Regional Transport Partnerships] to assess 2011/12 cycle project spending. Results are in the big table on page 7 opposite.

Top 2011/12 councils were **Clackmannan, East Renfrew, Edinburgh, Fife, Midlothian and Moray** – all were above average on both our main indicators [cols q,r].

We feared a serious fall in cycle investment, given Scottish government cuts to Sustrans [down from £7.7m to £5.8m] and to the *Cycling, Walking, Safer Streets* [CWSS] council allocations [from £9m to £7.5m]. And indeed investment fell in 17 councils – rising only in 12. However, due to two massive projects, bike routes in Falkirk Helix and in Glasgow's EERR [East End Regeneration Route] total investment fell less than feared [col n].

Councils invested around 2.8% of their own transport budgets in cycling [col q; up from 2.6% in 10/11], putting the government to shame with under 1% of their transport budget [see summary table below]! Including money raised from other council and non-council sources, councils invested £3.39 per person [col r; £3.52 in 10/11].

Despite the above CWSS cut, the amount of CWSS going to cycling (including cycle/walk) stayed constant at £4m [col f], rising from 45% to 53% of total CWSS. This

was largely thanks to thoughtful rule changes by the Government's *Sustainable Transport Team*, along with COSLA and Sustrans. *First*, councils are now asked to put 36%+, ideally 50%, of CWSS into cycling; *Second*, councils have to match Sustrans grants so by putting more CWSS into cycling more Sustrans funds may be obtained.



'400km of cycle routes await': thehelix.co.uk : things-to-do

However less Sustrans money was available [col i] due to its government cut; *Smarter Choices* projects [col j] were winding down; and 'other' external sources [col k] would have fallen without the big Falkirk Helix boost.

SCOTTISH CYCLE INVESTMENT

This summary table is of *cycle investment* from *all main sources*. It includes shared walk/cycle but excludes walk-only as far as possible, though it's not always possible.

Thanks to the recent budget's £6m extra for cycling, *Government investment* will no longer fall in 12/13 or 13/14, as was previously expected. **However, investment remains under 1% of total transport spend, giving no hope of reaching the government cycle-use target** [p1].

Council investment (including money raised from external sources, and work with Regional Transport Partnerships) has risen impressively, doubling since 09/10.

THE HERALD, Editorial 24.7.12

"It is time to improve the cycling infrastructure which at present accounts for less than 1% of the Scottish transport budget, despite a target of increasing active travel to 10% of road journeys by 2020 ... The obvious savings to life and cost to the NHS by reducing accidents, although important, will be dwarfed by the potential for long-term reductions in the need for treatment of diseases related to inactivity and obesity."

www.heraldscotland.com/comment/herald-view/saddle-up-for-the-golden-age-of-the-bicycle.18225461

FINDING THE MONEY

If the government is serious about active travel and, especially, their 2020 target for 10% of trips to be by bike, then 5%-10% of the transport budget needs to be allocated [see p1 article; also Spokes 112 p7]. How could the budget be changed?

Trunk road money is a clear option, having grown from £544m in 10/11 to £690m in 13/14 [33% of the budget] while cycling is stuck well under £20m. For example, where a road scheme is to cut casualties, average-speed cameras should be considered first – at far lower cost than, say, the £3000m A9 dualling plan [£600 for every person in Scotland!] An A77 camera trial cut killed & seriously injured by 50%, and the A9 Safety Group urges their use [bbc.co.uk/news/uk-scotland-19661485]. See also transportscotland.gov.uk/road/safety/average-speed-cameras.

Source	£m	08/09	09/10	10/11	11/12	12/13	13/14
SCOTTISH GOVERNMENT cycle funding							
Cycle CWSS [*f]	3.7	3.4	4.0	4.0	3.2^	3.0^	
Sustrans #	5.0	3.9	7.7	5.8	9.7{	9.7{	
Cycling Scot #	1.5	0.9	1.3	2.3	2.0{	2.0{	
SCSP [*j]	0.5	1.4	1.0	0.3	0.3”	0.3”	
Trunk roads [=]	1.0	1.4	2.0	2.0	2.0”	2.0”	
Climate challenge	0.1	0.3	0.4	0.6	0.6”	0.6”	
TOTAL govt £m	11.8	11.3	16.4	15.0	17.8	17.6	
Total transport £m	1769	1892	1864	1812	1893	2015	
% cycling	0.7%	0.6%	0.9%	0.8%	0.9%	0.9%	
COUNCILS & OTHER [usually obtained by councils]							
Council own [*d&e]	2.3	1.1	2.9	3.5	3.5”	3.5”	
Other external [*k]	2.0	1.2	2.3	3.7	3.7”	3.7”	
Partnerships [*h]	1.6	1.9	2.1	1.6	1.6”	1.6”	
TOTAL councils	5.9	4.2	7.3	8.8	8.8”	8.8”	
TOTAL gov + council	17.7	15.5	23.7	23.8	26.6	26.4	
Population [million]	5.17	5.19	5.21	5.23	5.25	5.27	
Pence per head	342p	299p	455p	455p	507p	501p	

* Based in whole or part on Spokes councils survey – see column letter in table on p7 for 11/12; and equivalent col. in earlier Bulletins.

{ Estimate includes money from the 2012 budget £6m cycling addition

Total grants to Sustrans and Cycling Scotland. This includes money not allocated to councils, so is higher than figures in p7 table.

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

^ CWSS cycling element is 53% of CWSS total in 11/12; assume same in next years. Total CWSS is £7.5m 11/12; £6.1m 12/13; £5.6m 13/14.

" Not known - assume unchanged from previous year

WHAT THEY SAY OF THE SPOKES SURVEY

"The best estimate of levels of funding for active travel"

Scottish Parliament Infrastructure & Capital Investment Cttee

"The most accurate and comprehensive guide to investment in cycling in Scotland" ... both quotes in ...

'Cycling', briefing 12/24 by SPICe [Scottish Parliament Information Centre, Parliament's independent research office] scottish.parliament.uk/parliamentarybusiness/49045.aspx

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 [Bold if over average on both indicators]	b popn [1000]	c. total 11/12 transpt capital bdgt £k	Cycle spend [£k] from own transport funds				External cycle investment 11/12 raised by council [£k]					Internal + external		Indicators: bold is over av		s Targets set?	t % FTE staff
			d. cycle bdgt	e. cycle other	f. cycle cwss	g. tot internal	h. part ner-ship	i. Sus-trans	j. smrt chce	k. othr ext-ernal	m. tot ext-ernal	n. cols g+m	p. as col n 10/11	q. col g as % of col c	r. col n pence/ head		
Aberdeen	214	4109	0	0#	133	133	300#	55	0	10	365	498	531	3.2	233	LS	20
Aberdeenshire	244	15676	45	39#	175	259	174#	45	0	38	257	516	780	1.7	212	LS!	75!
Angus	110	4700	0	5	98	103	1	7	0	156	164	267	412	2.2	243	N	10
Argyll & Bute	90	8274	0	0	108	108	0	243*	0	175	418	526	1124	1.3	584	L	50
Clackmannan'	51	943~	0	124	73	197	6	145	0	0	151	348	489	20.9~	682	L	30!
D & G	149	9000!	0	0	0	0	18	43	81	6	148	148	606!	0.0	99	N	50
Dundee	143	7975	0	0#	67	67	313#	21	50	0	384	451	443	0.8	315	LS	50
E Ayrshire	120	4776	0	0	108	108	0	22	0	0	22	130	166	2.3	108	L	30
E Dunbarton' >	105	4000!	0!	0!	68\$	68?	0	17	20\$	0!	37?	105?	146	1.7?	100?	L!	0!
E Lothian	97	5100	50	36	63\$	149	11	28	0	0	39	188	157	2.9	194	S!	50
E Renfrew'	89	1483	0	0	43	43	50	139	30	78	297	340	259	2.9	382	S	70
Edinburgh	478	20256	649	0	436	1085	18	441	0	87	546	1631	1836	5.4	341	L	370
Falkirk	152	7395	0	46	100	146	12	24	26	1900^	1962	2108	803	2.0	1387	N	95
Fife	363	11792	125	500	261	886	10	639	0	351	1000	1886	1805	7.5	520	L	290
Glasgow	588	61339	0	1200^	495	1695	150	112	120	40	422	2117	2577	2.8	360	L	285
Highland	220	12130	75	0	148	223	34	828*	0	135+	997+	1220+	544	1.8	555+	L	83
Inverclyde	80	2400	0	0	40	40	0	6	0	0	6	46	97	1.7	58	N	6
Midlothian	81	4202	153	0	92	245	0	115	0	151	266	511	233	5.8	631	N	10
Moray	88	5072	121	22	126	269	0	225	0	214	439	708	720	5.3	805	N	25
N Ayrshire	136	3600	0	83	150	233	0	124	0	52	176	409	688	6.5	301	N	75
N Lanarkshire	326	14494	0	36	334	370	0	24	0	50	74	444	540	2.6	136	LS	130!
Perth & Kinross	146	10166	0	22	126	148	1	78	0	31	110	258	708	1.5	177	L	155
Renfrewshire	170	10000	0	0	169	169	172	34	0	3	209	378	117	1.7	222	N	20
Scot Borders	113	12400	87	0	80	167	1	100	0	0	101	268	214	1.3	237	N	15
S Ayrshire	111	2167	0	0	70	70	21	60	0	0	81	151	359	3.2	136	LS	80
S Lanarkshire	311	15636	38	66	105	209	265	145	0	184	594	803	724	1.3	258	L	0+
Stirling	89	1453	0	0	44	44	1	5	0	0	6	50	459	3.0	56	L	10+
W Dunbarton'	91	2553	0	1	50	51	0	421	0	2	423	474	193	2.0	521	LS	65
W Lothian >	171	8545!	0!	0!	226!	226?	20	135	0	0!	155?	381?	330	2.6?	223?	N!	20!
Total [£k] / av.	5126	271636	1343	2180	3988	7511	1578	4281	327	3663	9849	17360	18060	2.8	339	Y=19	2169
10/11 comparison		264318	1524	1376	3981	6881	2070	5844	1004	2261	11179	18060	n/a	2.6	352	Y=18	2231

Meanings of codes

& just means 'and'

+ Plus unknown sum(s) – e.g. developer or unquantifiable

! Uncertain: used figure from previous survey or other means

? Uncertain: for reasons earlier in the row.

Council capital passed to RTP and used for cycling is in col h.

\$ Unknown cycle element - used 45% 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 E Dunb'n & W Lothian. Used data from Sustrans, RTP, previous year survey, council website, and as shown.

^ Large sums: Falkirk Helix proj; Glasgow EERR bike facilities

~ Transport capital figure *may* be too low hence % high in col q

Columns [for more background see Spokes 111 p6]

Cols q and g: *percentage (q) and total (g) of the council's own 11/12 roads/transport budget used for cycling ... i.e. from funds where the council has discretion (thus includes CWSS).*

Col m: amount invested in cycling [£k] in the council area from *all sources other than the council's 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: Cycle investment from other transport budget heads.

Col f: CWSS money allocated to cycling (see \$ in some areas).

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

Cols s: **L** target in Local Transport Strategy **S** target in SOA
Y target (may not be in LTS / SOA) **N** no target

Col t: **Staffing** This figure very rough as is hard to interpret.

COUNCIL OFFICERS SPEAK

We ask council cycle staff to comment on funding issues [comments anonymised at spokes.org.uk : downloads : technical].

Each year there are two overwhelming concerns...

♦ **Dedicated funds are vital** [e.g. CWSS, Sustrans] and councils cannot possibly achieve the government's 10% cycle use target without much higher dedicated funding.

♦ **Funding must be known well in advance**, to allow planning, consultation, land acquisition, road orders, etc.

SIR CHRIS HOY

Edinburgh-born 6-time Olympic gold medallist Sir Chris Hoy says Scotland could and should mirror the success of countries such as Netherlands and Denmark [SH 7.10.12].

The reasons were many, including social benefits, obesity, health, carbon emissions and road congestion.

He called for more and better bike lanes and good workplace bike parks. *"It's about making cycling easier and more pleasant. If you make things easy then people will do it."*

But, he said, it will not happen by itself. It is up to us, everyone who uses a bike or would like to, to keep at the politicians ... *"We have to keep pushing and pushing."*



MOTORING MUDDLE

Two recent surveys, taken together, seem to suggest that car drivers want protection from themselves!

The RAC 2012 *Report on Motoring*^[1] reveals that ...

- ♦ 83% of motorists admit to regular speeding
- ♦ 40% admit to speeding in 30mph areas
- ♦ 39% of 25-44 year olds text when driving or at lights
- ♦ and, incidentally, 92% believe they are law-abiding!

Whilst Spokes would never support cyclists ignoring red lights, etc, this data is horrific in comparison. The RAC identifies in drivers *"a fundamental lack of understanding about ... the increasing likelihood of fatalities and serious injuries as speeds rise."* However, possibly drivers are rather more aware than this suggests, because another survey, for Direct Line insurance^[2], found ...

- ♦ 78% of drivers supported £200+ fines for speeding
- ♦ 47% of drivers supported £500+ fines for speeding
- ♦ 78% of drivers want full driving bans for 12 penalty points, with no let-out for 'exceptional hardship.'

[1] rac.co.uk/advice/reports-on-motoring

[2] brake.org.uk, 20.9.12 news

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

CLIMATE INACTION

"The shocking speed at which the Arctic ice is melting should be a wake-up call to the world that we need to phase out fossil fuels fast" Joan Walley, chair, House of Commons Environmental Audit Committee [G 20.9.12].

"The growing impact of man and pollution have changed the weather and climate of the planet ... the unusual weather is consistent with of our understanding of how the climate has changed, and will change" Peter Singleton, Scottish Environment Protection Agency scientist [SH 15.7.12].

But, the Scottish Government's first target under the Climate Change [Scotland] Act has failed, with a 2010 emissions rise [www.stopclimatechaos.org/scotland 17.7.12 news]

Former Scottish Parliament Transport Committee chair **Patrick Harvie MSP** said transport is the top issue: *"transformation of our transport system is needed but there's a serious lack of leadership at cabinet level. Often the junior minister is dispatched to fend off frustrated bus and bike users while the cabinet secretary takes the stage to announce new road spending."*

This autumn sees edition 2 of *Low Carbon Scotland* [the government 'RPP' document]. It is rumoured that the first RPP's active travel proposal, averaging £120m a year [Spokes 110], a proposal never acted on, will be dropped.

Along with 50 other Scottish bodies, from RSPB to WI, Spokes supports *Stop Climate Chaos Scotland*, who urge *"building the cycling and walking infrastructure that would reduce emissions in years to come."*

Check out stopclimatechaos.org/scotland; if these issues concern you, contact your MSPs [www.writetothem.com].

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

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 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 zero or one]

Council	Power	Council	Power
Edinburgh	Lab/SNP	W. Lothian	Lab [minority]
E. Lothian	Lab/Con	Midlothian*	SNP/Ind

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].**