

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 Centre, 232 Dalry Road, Edinburgh EH11 2JG - this is a postal address, Spokes is a voluntary body with no staff.

## CYCLE CASH UP!! but little hope for 2020

The Scottish Government's draft budget for 2014/15 includes a £10m cycling investment boost, giving the highest total so far. The rise follows growing public demand for better cycling conditions and growing government appreciation that everyday cycle use benefits transport, health and environment policies.

Cycling investment, however, remains far below the level needed to reach the government's own 2020 target\* for 10% of all trips to be by bike. Indeed, rather than a continuing rise to 2020, **investment slips back in 15/16** - there is another £10m new money but £5m ends under another heading! Total investment will be roughly £21m in 2013/14, £30m in 14/15, then £25m in 15/16 [p6].

Back in 2011, after the SNP won an overall majority, its *Low Carbon Scotland* document proposed meeting the 10% target through an 11-year £1320m walking/cycling infrastructure programme, an average of £120m a year [RPP report - see Spokes 110]. The 10% target was a formal 'milestone' in this plan to achieve Scotland's Climate Change targets, as well as being in the *Cycling Action Plan for Scotland* [CAPS]. Sadly, the £1320m 'proposal' was never adopted. Rather than £120m a year, the government, until now, invested under £20m - just 1% of the £2000m transport budget - initially even cutting back on previous cycling investment levels [Spokes 111,112].

Calculations by Spokes and others confirm that there is now no chance to achieve the target without active travel investment ramping up very rapidly, to reach 10% of total transport spending by 2020 [[spokes.org.uk](http://spokes.org.uk) Feb7 news].

**The examples on this page show what investment can do – but this is needed across Scotland, not just scattered around a few forward-looking councils.**

### WHAT YOU CAN DO

- ◆ Support the **SCCS campaign** to double 14/15 active travel funds, then rising to 10% of transport spending [centre pages]. Email your MSPs - 1000 already sent!
- ◆ Come to our **Cycling Investment public meeting** [p2].
- ◆ For more info, the **Spokes budget submission** is at [spokes.org.uk](http://spokes.org.uk) : documents : submissions : national

### \*Deputy First Minister - "10% target"

Despite the impossibly low cycling investment, **Deputy First Minister Nicola Sturgeon** re-affirmed the 2020 10% cycle-use target at the Parliament's ICI Committee, **"We are committed to the 10% target .. we have commitment and determination"** [[spokes.org.uk](http://spokes.org.uk) 10.2.13 news]

Inside

- ◆ Spokes Summer photo competition [p2]
- ◆ Cycling Investment public meeting, 19 Nov [p2]
- ◆ Stop Climate Chaos Scotland pullout [centre]

## MEADOWS from THIS ...



... to THIS

[photos: chdot & laidback at flickr.com]



In September 2012 the Scottish Government announced £3m for 'shovel-ready' cycling projects which could be built in 2012/13 - not needing road orders, etc. Spokes at once suggested Edinburgh apply to widen and resurface North Meadow Walk. The council applied – and got the £300K needed! [[spokes.org.uk](http://spokes.org.uk) 20.9.12 news]

## LEITH WALK

Transport Minister **Keith Brown MSP** has allotted £3.6m of the new £20m 14/15-15/16 active travel money to make Leith Walk an "exemplar" project for walking and cycling. Original council plans were in effect just to resurface the road, but following extensive pressure from Greener Leith, Spokes, Sustrans and others, the council applied for cash for a cycle and walk-friendly street, removing London Road roundabout and with segregated cycle lanes west from Pilrig. The plans, yet to be finalised, are not perfect but a huge advance. A 20mph limit is also vital but awaits the new Local Transport Strategy [see p3]. *More details:* [spokes.org.uk](http://spokes.org.uk), 24.9.13 news.

**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 'very easy' rides, usually last Sun of month

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

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

**Tues 19 November: Spokes Autumn public meeting**

## CYCLING INVESTMENT

### What is needed? .. Why? .. and When?

- ♦ **Tom Ballantine** - the campaign for active travel funding
- ♦ **John Lauder** - Sustrans investment and future options
- ♦ **Sara Dorman** - the Pedal on Parliament perspective
- ♦ followed by questions and panel discussion
- ♦ chaired by **Alison Johnstone MSP**

**Venue:** Barclay Viewforth Church, Bruntsfield Place

**Time:** 7.30. Open 6.45 for coffee, stall, exhibition and chat

**More info:** [gregmccrackenAThotmail.co.uk](mailto:gregmccrackenAThotmail.co.uk) 07969 165156

**Tom Ballantine** is chair of *Stop Climate Chaos Scotland*; **John Lauder** is Director of Sustrans Scotland; **Sara Dorman** is a *Pedal on Parliament* organiser; **Alison Johnstone MSP** is co-convenor of the *Scottish Parliament Cross-Party Cycling Group*. Alison and Sara are also *Spokes* members.

## EDINBURGH FESTIVAL OF CYCLING

The 2013 first-ever festival was brilliant! For more info, or to help in 2014, get in touch at [www.edfoc.org.uk](http://www.edfoc.org.uk).

## INTERESTING PUBLICATIONS

**Scottish Canals Towpath Code** - Cycle section based on our shared paths leaflet, [spokes.org.uk](http://spokes.org.uk) : documents : advice : considerate

**Going Dutch** - Providing for cycling at UK rail stations. Search for 'Going Dutch' at [www.passengertransport.co.uk](http://www.passengertransport.co.uk).

**How to Increase Cycling for Daily Travel** by top researcher Prof John Pucher. Search for *Pucher webinar* at [policy.rutgers.edu](http://policy.rutgers.edu).

**Value of Cycle Tourism** - Transform Scotland research report. Search for *Cycle Tourism* at [transformscotland.org.uk](http://transformscotland.org.uk).

**Women's cycling interview** - ECF Cycling Visionary award winner & Skirtbike founder. Search for *skirtbike* at [www.ecf.com](http://www.ecf.com).

**Interactive climate info** - Google *How hot will it get in my lifetime*

## ☺ 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 an application form.*

## SPOKES MEMBERSHIP RENEWAL

*Members not yet renewed for 2013 receive a reminder in this mailing. If you are up to date you'll get a 2014 renewal form in Feb/Mar - please don't try to renew in advance!*

## CYCLING WITH A PURPOSE

Our 2013 competition asked for a photo and caption on the theme of *Cycling with a Purpose*. Thanks to all who entered, for a huge range of ideas, from everyday work trips or child transport, through to pumpkin carrying! We hope the pictures will inspire you to try new ways to use your bike - even if you don't have a sack of pigeon droppings to haul. Thanks too to our external judge, **John Lauder**, Director of Sustrans Scotland.



*A delivery to Belhaven Hospital Community Garden of pigeon droppings, using one of Sustaining Dunbar's Trailers*

The 1<sup>st</sup> and 4<sup>th</sup> top entries are here. On our website you can find links to all entries [Sep 13 news] plus amusing and amazing entries to earlier competitions such as *Cycling Jokes*, *Path Art* and *My Cycling Problem & Solution*.



*The more we cycle the safer it gets! - Sciennes Primary*

### Our 2013 prizewinners were...

1 Mark James, Dunbar	Carry sack of pigeon droppings
2 Charlie Wood, Portobello	Carry exhausted kids home
3 Polly Waters, Aberlady	Carry dog to the beach
4 Oliver Brookes, Marchmont	Cycle to school
5 Damion Willcock, Biggar	Tandem to the school bus
6 Mark James, Dunbar	Straw delivery to chicken coop
7 Kim+Ulli Harding, Southside	Carry a 16kg pumpkin
8 Margaret Hanson, Leith	Carrier for communion wine
9 Jackie Howlett, Liberton	Collect firewood
10 Katharine Wake, Blackhall	Carrying a bassoon
11 Nancy Pinkerton, Gilmerton	Use adapted all-abilities cycle
12 Tim Smith, Pilrig	Use home made map holder
13 Leo Paredes, Whitson	Teaching wee girl to cycle

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



# LOCAL NEWS

If anything on this page concerns or encourages you, contact your councillors!! See p8 or use [www.writetothem.com](http://www.writetothem.com).

## BIKE STORAGE VICTORY

Edinburgh householders needing front garden bike storage now have much greater clarity on what should get permission, thanks to a major Spokes effort - and supportive councillors.

In 2012 alone, 7 householders contacted us about council orders to remove bike sheds, and we gave advice for several successful appeals. The whole process caused great distress...

*"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" ... "council policies need to reflect both the conservation and transport needs of a modern city."* [Spokes 114, 115]

Moreover there was little consistency between what was allowed in one case and another, and householders were given virtually no advice on what was likely to get permission, having to stump up nearly £200 to apply then await the result. The enforcement action and appeals were also a huge waste of council time, and sometimes even government inspectors!

Now, after much lobbying of councillors and discussion with officials, the Council has formally agreed that a detailed Spokes factsheet on this is 'appropriate' and will be referenced on the Council website in the section dealing with Planning Guidance for householders. After a 6-month trial the outcome will be reported to the Planning Committee.

The factsheet gives a whole new level of clarity, with five guidelines under which an application would "normally expect" permission – a clarity which last year the council was quite unwilling to give. The guidelines cover size, position, colour, screening and discussion with neighbours.

The factsheet adds that every case is treated on its merits - sheds exceeding the guidelines may succeed and some meeting them may, exceptionally, be refused. But exceptions need to be fully justified by the council or the applicant.

Many councillors helped but we specially thank **Cllr Nigel Bagshaw**, a Spokes member, who took this to the Planning Committee, seconded by **Cllr Sandy Howat**, Planning Vice-Convener. Also Transport Vice-Convener **Cllr Jim Orr** who behind the scenes helped connect up planning and transport.



Householders now have more clarity on what is acceptable garden bike storage. Can you even see this bike shed?

Find our factsheet at [spokes.org.uk](http://spokes.org.uk) [Oct 5 news]

## AN EVEN BETTER SOLUTION??

We now have an **Edinburgh solution** but it is a **national problem**. A basic question is whether a small shed without foundations should be considered 'development'? But even if so, the Scottish Government could change the rules so that a bike store meeting criteria such as in our factsheet is deemed *permitted development*. This would save council time and the £192 cost of a planning application – *surely a no-brainer for a government that says it wants lots more people to use bikes!* Spokes member **Alison Johnstone MSP** is raising this - email her if it would help you! [alison.johnstone.msp@scottish.parliament.uk](mailto:alison.johnstone.msp@scottish.parliament.uk)

## LOTHIANS CONSULTATIONS

Check out your local council consultations every so often at...

[eastlothianconsultations.co.uk](http://eastlothianconsultations.co.uk)

[www.midlothian.gov.uk/consultation/open](http://www.midlothian.gov.uk/consultation/open)

[www.westlothian.gov.uk/Council\\_and\\_government/consultations/](http://www.westlothian.gov.uk/Council_and_government/consultations/)

[www.edinburgh.gov.uk/consultations](http://www.edinburgh.gov.uk/consultations)

## EDINBURGH COUNCIL

### LOCAL TRANSPORT STRATEGY

[More info at [spokes.org.uk](http://spokes.org.uk) : documents : submissions : local]

The Council's LTS 2014-19 is nearly finalised, after wide consultation, and includes some great initiatives...

- ♦ **Extend 20mph\***, using signs, and limited calming where necessary, to all residential streets, shopping areas and **main roads with large numbers of pedestrians or cyclists**. [Leith Walk indubitably fits this and surely has to be 20mph].

\*to be done in phases, with local consultation.

- ♦ **Reduce other urban frontage roads to 30mph\*** with physical measures where needed. [But we are seeking quality cycle infrastructure and avoidance of central island pinchpoints. We are also concerned about other 40mph+ roads in the city].
- ♦ **Introduce Sunday parking controls** – in part to improve conditions for buses, cycling and walking.
- ♦ **There are also valuable cycling policies** [But we are seeking firmer commitment to trial appropriate **segregated provision**].

**ROYAL MILE** A *Royal Mile Action Plan* has been issued by the Council. It has welcome ideas on traffic reduction, but sadly its actions neglect the consultation responses on cobbles [[spokes.org.uk](http://spokes.org.uk) : documents : local : Edinburgh : Royal Mile]. The road below North Bridge may be worked on soon, but we fear that cycling conditions may not be taken seriously.

**PRINCES STREET** Two-way safe cycling is vital, but Council intentions are still unclear [[spokes.org.uk](http://spokes.org.uk) June 16].



Spokes lobbies Transport Cttee over Princes Street pic: Chris Hill

**STATION BIKE HUBS** A Waverley Bike Hub now seems likely, with secure storage, repairs and bike hire [more about Bike Hubs in ATOC toolkit, [spokes.org.uk](http://spokes.org.uk) 31.8.12 news]. The new **Haymarket** station did not plan properly for bikes, but the old building might have space if enough people ask for this!



**!! PERFECT PRESENTS !! .. Great Maps .. Great Offer .. Runs till Christmas**

**You choose ..**

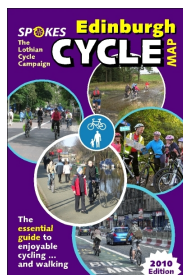
**Edinburgh**

**Glasgow**

**East Lothian**

**Midlothian**

**West Lothian**



- ◆ Any 1 map £5
- ◆ Any 2 maps £9
- ◆ Any 3 maps £12
- ◆ Add £3 for each further map
- ◆ All post-free
- ◆ Cheques payable to Spokes
- ◆ Offers subject to availability

WINTER RIDING  
**IT'S A  
BLAST**



REELIGHT GO LED LIGHTSET  
**£22.99**



CAT EYE VOLT 1200 FRONT LIGHT  
**£149.99**



**EDINBURGH BICYCLE COOPERATIVE**

[WWW.EDINBURGHBIKCYCLE.COM](http://WWW.EDINBURGHBIKCYCLE.COM)



**CYCLE LAW**  
Scotland

**FOR  
CYCLISTS  
BY CYCLISTS**

**Cycling accident?**

Call Scotland's specialist legal service  
for cyclists.

Call **0800 089 3389** Text **CLS** to **60155**  
[Cyclelawscotland.co.uk](http://Cyclelawscotland.co.uk)

**Upgrade to a Helios - the totally versatile  
compact tandem for you and your family**



28 Marchmont Crescent, Edinburgh EH9 1HG

*Laid Back*

E: [laid-back@blueyonder.co.uk](mailto:laid-back@blueyonder.co.uk) M: 07981 430159 [www.laid-back-bikes.co.uk](http://www.laid-back-bikes.co.uk)

Journey by bicycle through  
lore and landscape.

**2014 tours:**  
**Perthshire, Scottish  
Borders, Hadrian's Wall**

Regular Edinburgh tours run  
throughout the year. Contact  
Storybikes: 07762 000 039 /  
[andy@storybikes.co.uk](mailto:andy@storybikes.co.uk)  
[www.storybikes.co.uk](http://www.storybikes.co.uk)



storybikes



For a day away, or a longer break, take your cycle on ScotRail  
trains. Cycles are carried free on all services, and we provide  
cycle storage facilities at most of our stations. Find out more  
at [www.scotrail.co.uk](http://www.scotrail.co.uk) or contact us on 0845 601 5929.

ScotRail is operated by



# IT'S SAFER, BUT..

**If anything on this page concerns or encourages you, ask your MSPs to follow it up!! See p8 or use [www.writetothem.com](http://www.writetothem.com).**

Cycling is now far safer than it was, both in Scotland and the UK [see both tables]. However, since the early 2000s the huge decline in casualty rates has levelled out and started to turn.

All data is for Scotland		Bicycle % of usual method of travel to work [SHS data]*	Bicycle % of all trips [NTS data]*
Year	Cyclist death or serious injury		
1987	421	?	1.0%
1997	210	?	0.8%
2000	176	2.0%	1.3%
2003	139	1.8%	0.9%
2006	141	2.0%	0.7%
2009	157	2.4%	1.0%
2012	176	2.0%	?

\*These surveys have very small samples so are only a rough guide.

**The rise in casualties is probably not due to higher bike use, as this all-Scotland table shows.** Even in Edinburgh, where cycling has grown, casualties have risen faster recently.

Meanwhile car occupant casualty rates continue to fall. New dangers such as drivers using mobiles do cause crashes but do not explain the *difference* in bike/car trends. **Spokes has urged the Scottish Government to set up independent research into why cyclist casualty rates have diverged from car occupants, but they seem uninterested.**

One possibility which needs researched is whether there are more of the fully-equipped confident cyclists, willing to tackle fast roads; but fewer people who will hop on a bike for local errands. The fully-equipped confident main-road cyclist following the rules of the road is nonetheless in a far less safe environment than the casual unhelmeted person who nips out by bike for a local errand, as you might on foot or by car.

The safety variation between road types is truly staggering. The table below shows that cycling on an 'A' road and/or a rural road is much less safe than on an urban minor road, where death risk per km is under 1/20th that of a rural 'A'-road and, it seems, is safer even than a Dutch or Danish all-areas cyclist! The 2013 Scottish cyclist death toll [col 3] fits this pattern too, with rural and 'A' roads the danger areas.

## SCOTTISH 'JUSTICE' FAILS

The Scottish Appeal Court is to allow back on the roads Gary McCourt, who killed cyclist George Dalgity in 1985 by 'reckless driving' and Audrey Fyfe in 2011 by 'careless driving.' Mr McCourt's 5-year ban and community service sentence for Audrey Fyfe's death had been appealed as too lenient by the Procurator Fiscal. Husband Ian wanted a lifetime ban, to protect other road users and to focus the minds of 'careless' drivers.

At the appeal, the Solicitor General argued the 5-year ban was *inadequate to protect the public sufficiently*. The judges disagreed! - and said the sentence was *not unduly lenient*. Concerned organisations are extremely disappointed...  
[[www.thetimes.co.uk/tto/public/cyclesafety/article3879137.ece](http://www.thetimes.co.uk/tto/public/cyclesafety/article3879137.ece)]



A 'Ghost Bike' outside the Scottish Parliament reminds MSPs of their duty to ensure road safety

If 'safety' messages from government, councils and media are creating more of the confident, fully-equipped cyclists on fast roads, but deterring people who might only use a bike for trips on local roads, *this could explain why casualties are rising, even with the same total number of cyclists.*

Road type [figures in col 2 are UK year 2011 except where stated]	Cyclist deaths per bn km cycled [serious injury]	Scotland deaths so far 2013
Rural A roads	170 [1739]	5
Rural B,C, & unclassified	22 [383]	4
Urban A roads	39 [1436]	3
Urban B,C, & unclassified	8 [450]	0
UK, all cycle travel, 2011	22 [624]	n/a
UK, all cycle travel, 1970	84	n/a
Denmark, all cycle travel 2010	12	n/a
Netherlands all cycle travel 2010	12	n/a

[The UK year 2011 data is from DfT. Find it by googling *table RAS30018*]

## IF YOU'RE ON A BIKE TODAY...

To be safe, it's far more important to think about *where you cycle* than about what you wear. For most people in towns, the local roads near your house and shops are very safe.

## LESSONS FOR GOVERNMENT & COUNCILS...

**Urban main roads:** need quality infrastructure, segregated where possible, and lower speeds. Main roads go direct from A to B so are vital for many trips - and must be made safer.

**Rural roads:** need measures such as strict liability law, lower speed limits, average speed cameras and Netherlands-style crash investigation [*pedalonparliament.org*, 29 Sept news]. Rural distances and fewer cyclists mean infrastructure solutions will be slower to happen, though blackspots need tackled urgently.

**'Safety' campaigns:** may cause **increased casualties** if they give the impression that safety gear suddenly makes you safe on fast roads without good cycle infrastructure.

**Research:** is needed. Why have cycling casualties ceased their downward trend whilst car casualties continue to fall?

**To raise bike use:** emphasise everyday local trips - just as one might nip out on foot or by car. **Don't discourage or scare people** by making it feel you must be in armour or an athlete to use a bike ... most local-area cycling is easy and safe.

**More info:** [spokes.org.uk](http://spokes.org.uk), 16.9.13 & 6.12.12 news/documents

The decisions were based on 'sentencing guidelines' - which clearly are not protecting the public. **If you agree, write to your MSPs.** Ask for an urgent review of sentencing guidelines - to protect the public and to make drivers more aware of what 'carelessness' can mean.

## SCOTTISH ROAD JUSTICE CAMPAIGN

Following the McCourt case and other continuing concerns over road traffic **policing, charging and sentencing**, groups including CTC, Spokes, Roadshare, Pedal on Parliament and SCID [Scottish Campaign against Irresponsible Driving] have met to discuss a Scottish campaign for cycling road justice. Any other groups interested in being involved please contact Donald Urquhart [[secretary@ctcscotland.org.uk](mailto:secretary@ctcscotland.org.uk)].

## STRICT LIABILITY LAW

- ♦ Full details in Spokes 116 supplement [[spokes.org.uk](http://spokes.org.uk) : bulletins]
- ♦ See also [www.facebook.com/campaignforstrictliability](http://www.facebook.com/campaignforstrictliability)
- ♦ Follow the campaign at [twitter.com/roadshare](https://twitter.com/roadshare)
- ♦ **Sign the petition from these sites:** it's now nearly at 5000



# SPOKES 17<sup>th</sup> ANNUAL CYCLE FUNDING SURVEY

## COUNCIL & RTP INVESTMENT

Spokes surveyed mainland councils and RTPs [what are RTPs? - see inset] to assess Scotland's 2012/13 cycle project spending. Results are in the big table on page 7 opposite.

Top 2012/13 councils were **Clackmannan, Edinburgh, Glasgow, North Ayrshire and Stirling** – all were above average on both our main indicators [cols q & r]. Interestingly this includes Scotland's smallest and largest two councils!

♦ *Cycling investment from funds over which councils have discretion fell to £7.2m from £8.2m in 11/12 [col g], due in part to the government's 12/13 CWSS cut [see inset].*

♦ *Even so, councils invested 2.9% of their own transport cash [col q], shaming the government's 1%-1.5% [table below].*

♦ *Councils also raised £12.9m non-council cycling cash, compared to £9.2m in 11/12, thanks to the government's Sustrans increase and some big developer funding [cols i,k].*

♦ *Adding this internal and external cash, councils invested 383p per head in cycling, well up on 331p in 11/12 [col r].*

♦ *Cycle project staffing is rising [col t] - a good future portent.*

### Inset: explanation of 'CWSS' and 'RTP'

**CWSS** - the government *Cycling, Walking, Safer Streets* fund - is allocated to all councils on a per-capita basis. The total has been cut year by year from £9.1m under the previous government to just £5.6m in 13/14, but it rises again to £8.2m in 14/15, election year!

**RTPs** - *Regional Transport Partnerships* - work with councils on region-wide transport issues. For example SESTRAN covers from Fife to the Borders. Councils and RTPs work closely on relevant cycle (and transport) projects, but fund-sharing arrangements vary wildly across Scotland, ranging from SPT, which has capital to allocate to councils, to Nestrans which uses capital from councils.

## RAISING COUNCIL INVESTMENT

**Government set the 2020 cycle-use aim and so has prime responsibility for meeting it.** But councils must also be proactive: they too have objectives on public health, environment and congestion, needing modal shift from car to bike/walk.

Our survey shows big variability in council cycle spending. To inspire more, *first*, the government's *Sustainable Transport Team* [jointly with Sustrans and COSLA] now asks councils to invest at least 36%, ideally 50%, of CWSS money in cycling [including shared cycle/walk]. As a result 55% of CWSS now goes to cycling; though total CWSS has been badly cut [inset].

*Second*, councils now have to match Sustrans grants 50/50.

However, 11 of the 29 councils still invest £0 of their own capital in cycling [cols d,e] relying entirely on CWSS [col f] and on whatever external funding they can raise [cols h-m].

**Whilst higher government funding is vital, the rules above should also be tweaked.** For example, councils could be given a better Sustrans deal if they use some of their own capital for match-funding, not relying entirely on CWSS.

## WHAT CYCLE OFFICERS SAY

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

**Each year there are two overwhelming themes...**

♦ **Dedicated central funds [e.g. CWSS, Sustrans] are vital.** There was frustration that CWSS was to be cut yet again, also losing potential match-funds. A growing topic was the near-impossibility of funding large-scale projects.

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

## SCOTTISH CYCLE INVESTMENT

This summary table is of *cycle investment* from *all main sources*. It overestimates somewhat because all Sustrans funds are counted, which will include some walk-only.

**Government cycling investment** rises significantly in 14/15, thanks to the draft budget's new money [p1] – but it falls back again in 15/16. However, even at its peak it only reaches 1.5% of total transport spend *giving no hope of reaching the government cycle-use target* [p1].

**Council investment** has risen significantly, thanks to funds raised from external sources more than doubling since 10/11 - e.g. developer contributions, Europe, the Lottery, local trusts.

Overall, combining government and local funding, cycling investment will be around £6 per head this year, 13/14.

Source	£m	10/11	11/12	12/13	13/14 <i>est</i>	14/15 <i>est</i>	15/16 <i>est</i>
<b>SCOTTISH GOVERNMENT CYCLE FUNDING</b>							
Cycle CWSS [*f]		4.0	4.0	3.3	3.1 <sup>^</sup>	4.5 <sup>^</sup>	4.4 <sup>^</sup>
Sustrans #		7.7	5.8	9.7	11.0	19.2{	15.7{
Cycling Scot #		1.3	2.3	2.0	2.4	2.0"	2.0"
SCSP [Smarter Choices]		1.0	0.3	0.3	0.3"	-	-
Trunk roads [=]		2.0	2.0	2.0	3.8	3.2"	2.0"
Climate challenge		0.4	0.6	0.6"	0.6"	0.6"	0.6"
<b>TOT govt cycle £m</b>		<b>16.4</b>	<b>15.0</b>	<b>17.9</b>	<b>21.2</b>	<b>29.5</b>	<b>24.7</b>
<b>Total transport £m</b>		<b>1864</b>	<b>1812</b>	<b>1893</b>	<b>2019</b>	<b>2030</b>	<b>2120</b>
<b>Gov % cycling</b>		<b>0.9%</b>	<b>0.8%</b>	<b>0.9%</b>	<b>1.1%</b>	<b>1.5%</b>	<b>1.2%</b>
<b>COUNCILS [\$] incl. Regional Transport Partnerships, RTPs</b>							
Council+RTP [*d,e,h]		5.0	5.1	4.8	4.8"	4.8"	4.8"
Other external [*k]		2.3	4.0	5.7	5.7"	5.7"	5.7"
<b>TOTAL councils</b>		<b>7.3</b>	<b>9.1</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>
<b>TOTAL gov + council</b>		<b>23.7</b>	<b>24.1</b>	<b>28.4</b>	<b>31.7</b>	<b>40.0</b>	<b>35.2</b>
<b>Population [million]</b>		<b>5.22</b>	<b>5.25</b>	<b>5.28</b>	<b>5.31</b>	<b>5.34</b>	<b>5.37</b>
<b>Pence per head</b>		<b>454p</b>	<b>459p</b>	<b>538p</b>	<b>597p</b>	<b>749p</b>	<b>655p</b>

\$ We here combine **Council** and **RTP** cycle funding. RTP finance is complex [inset opposite]. Combining them gives a clearer picture here.

\* Based in whole or part on Spokes councils survey – see column letter in table on p7 for 12/13; and equivalent col. in earlier Bulletins.

{ Estimate. Includes draft budget addition (incl. Leith Walk money).

# Total grants to Sustrans and Cycling Scotland. This includes money not allocated to councils, so is higher than figures on p7 [col i].

= *Transport Scotland trunk road cycle schemes*. PQ S4W16845 suggests average £2m p.a. Also extra cash for specific projects 13/14 & 14/15.

^ CWSS cycle element is 55% of total in 12/13; assume same in future. Total is £7.5m 11/12; £6.1m 12/13; £5.6m 13/14; £8.2m 14/15; £8m 15/16.

" Not known. Entry based on previous year +/- known special sums.

## CAPS 2013

The revised *Cycling Action Plan for Scotland* reiterates the 'vision' for 10% of trips by bike in 2020. But it is a set of useful actions, not a costed, evidence-based route to the 10%.

CAPS Action 2 is excellent: councils must produce a cycle strategy, including infrastructure. Also, the Transport Minister will hold an annual 'summit' with council leaders. However CAPS avoids car-reduction measures, though this too is key to grow bike use [see publications at [policy.rutgers.edu/faculty/pucher](http://policy.rutgers.edu/faculty/pucher/)].

## WHAT THEY SAY OF THE SPOKES SURVEY

*"The most accurate and comprehensive guide to investment in cycling in Scotland" ... 'Cycling', briefing 12/24 by SPICe [Scottish Parliament Information Centre] [scottish.parliament.uk/parliamentarybusiness/49045.aspx](http://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 [Colour if over average on both indicators]	b. popn [1000]	c. total 12/13 transpt capital bdtg £k	Cycle spend [£k] from own transport funds				External cycle funds 12/13 raised by council [£k]				Internal + external		Indicators: bold is over av		s. Targets set?	t. % FTE staff
			d. cycle bdtg	e. cycle other	f. cycle cwss	g. tot internal	h. part-nership	i. Sus-trans	k. othr external	m. tot external	n. cols g+m	p. as col n 11/12	q. col g as % of col c	r. col n pence/head		
Aberdeen	225	4837	0	471#	87	558	17#	101	35	153	711	498	11.5	316	LS	15
Aberdeenshire	256	19400	0	595#	143	738	17#	102	4	123	861	516	3.8	336	N	80
Angus	116	7700	0	58	50	108	6	9	300	315	423	267	1.4	365	N	10
Argyll & Bute	87	12579	0	38	49	87	45	412*	100	557	644	526	0.7	740	L	50
Clackmannan'	51	1509	0	192	59	251	0	40	0	40	291	348	16.6	571	L	30!
D & G	151	9000!	0	0	11	11	0	68	117	185	196	148	0.1?	130	N!	50
Dundee	148	8000!	0	75#	40	115	14#	475	0	489	604	451	1.4?	408	LS!	35
E Ayrshire	123	4296	0	0	29	29	0	8	6	14	43	130	0.7	35	L	30
E Dunbarton'	106	6000	0	0	122	122	350	171	20	541	663	105	2.0	626	L!	100
E Lothian	101	5632	50	0	40	90	6	50	0	56	146	188	1.6	145	N	50
E Renfrew'	91	1264	0	0	59	59	120	34	52	206	265	340	4.7	291	S	70
Edinburgh	483	19713	1106	0	280	1386	2	879*	50+	931	2317	1631	7.0~	480+	L	805
Falkirk	157	4644	100	0	178	278	5	3	0+	8	286	2108	6.0	182+	N	95
Fife	366	21824	150	200	253	603	0	336	78	414	1017	1886	2.8	278	L	305
Glasgow	595	17695	0\$	178	398	576	70	1645	1988^	3703	4279	2117	3.3	719	L	500
Highland	233	12675	75	0	124	199	45	456*	1207^	1708	1907	1220	1.6	819	LS	105
Inverclyde	81	2800	0	0	48	48	0	0	0	0	48	46	1.7	59	N	6
Midlothian	84	751	0	0	84	84	1	47	0	48	132	511	11.2	157	N	10
Moray	93	10870	0	0	87	87	10	50	0	60	147	708	0.8	158	N	50
N Ayrshire	138	3600	0	69	157	226	0	283	30	313	539	409	6.3	391	N	75
N Lanarkshire	338	12257	0	47	199	246	53	25	0	78	324	444	2.0	96	LS	130!
Perth & Kinross	148	10200!	0	4	66	70	30	179	74	283	353	258	0.7?	239	L	165
Renfrewshire	174	7500	0	0	168	168	35	40	4	79	247	378	2.2	142	L	10
Scot' Borders	114	11500	0	0	64	64	0	63	738	801	865	268	0.6	759	N	15!
S Ayrshire	113	1700	0	0	126	126	31	49	0	80	206	151	7.4	182	LS	100
S Lanarkshire	314	14060	0	309	78	387	74	279	601	954	1341	803	2.8	427	N	0
Stirling	91	3072	0	0	104	104	21	245	226	492	596	50	3.4	655	L	85
W Dunbarton'	90	4340	0	40	69	109	0	84	0	84	193	474	2.5	214	LS	69
W Lothian	176	5504	94	20	149	263	21	131	32	184	447	381	4.8	254	LS	50
<b>Total [£k] / av.</b>	<b>5243</b>	<b>244922</b>	<b>1575</b>	<b>2296</b>	<b>3321</b>	<b>7192</b>	<b>973</b>	<b>6264</b>	<b>5662</b>	<b>12899</b>	<b>20091</b>	<b>17360</b>	<b>2.9</b>	<b>383</b>	<b>Y=18</b>	<b>3095</b>
<b>11/12 comparison</b>		<b>274720</b>	<b>1343</b>	<b>2879</b>	<b>3988</b>	<b>8210</b>	<b>879</b>	<b>4281</b>	<b>3990</b>	<b>9150</b>	<b>17360</b>	<b>n/a</b>	<b>3.0</b>	<b>331</b>	<b>Y=19</b>	<b>2169</b>

## Presentational changes this year

1. Some councils pass capital to RTPs [see inset opposite] for jointly-agreed transport projects, including cycling. Previously we put this in col h. However that distorts our % indicator [q], since ultimately this funding is thanks to the council. So we now include such funds in [e], indicated with footnote #. We also add into [c] the total transport capital passed to the RTP.

2. Residual *Smarter Choices funding* is now small [the main project is over] so is in column [k] instead of a separate column.

## Meanings of codes

& just means 'and'

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

! Uncertain: used figure from previous survey or other source

? Uncertain: for reasons earlier in the row.

# Col e includes council transport capital passed to the RTP and used for cycle projects: see *presentational changes* above.

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

^ Large sums: Glasgow & Highland - developer funds

~ Higher than Edinburgh's 5% promise as we include CWSS

\$ A Glasgow cycle budget was in place but transferred to future as last-minute 'shovel-ready' govt/Sustrans funds used instead.

## Columns [our main indicators are cols q and r]

**Col g:** total of the council's own 12/13 roads/transport budget used for cycling, i.e. from funds where the council has discretion how much to put into cycling (thus includes CWSS).

**Col q:** % of the roads/transport budget allocated to cycling.

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

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

**Col d:** Cycle budget from own capital. NB: Councils with no 'cycle budget' as such but who do allocate own funds are in col e.

**Col e:** Cycle investment from other transport budget heads.

**Col f:** CWSS money used for cycling or cycle/walk.

**Col h:** RTP cycle funding e.g. revenue and SPT capital, but see #

**Col i:** Sustrans – mainly route infrastructure; also bike parking and some school hard or soft measures.

**Col k:** Other external: Europe, developers, non-transport depts, one-off SG grants

**Col 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.



## MADE IN SCOTLAND



**Kirkpatrick Macmillan**, inventor of the pedal bike, in the *Great Tapestry of Scotland*. Exhibitions: [scotlandstapestry.com](http://scotlandstapestry.com).

## ESSENTIAL CONTACTS

**To suggest bike parking sites:** [cycling@edinburgh.gov.uk](mailto:cycling@edinburgh.gov.uk)

**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 Edinb/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:** [licensing@edinburgh.gov.uk](mailto:licensing@edinburgh.gov.uk) [try taxi firm first]

**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

## GET BRITAIN CYCLING

The impressive *Get Britain Cycling* report [Spokes 116] has been debated in the UK Parliament. We emailed local MPs and were delighted that the 3 Spokes members - **Mark Lazarowicz**, **Sheila Gilmore** and **Ian Murray** - all attended and spoke. You can see and hear them on Parliament video [use the link at [spokes.org.uk](http://spokes.org.uk) 14.9.13 news].

Praise was heaped on **Spokes**, **Pedal on Parliament** and, for its groundbreaking budget decision, **Edinburgh City Council** - *though Edinburgh was also criticised for failing to plan for safe 2-way Princes Street cycling*.

## AROUND SCOTLAND

**UpperTweedRailwayPaths.org.uk** This enterprising project [to which Spokes gave a small seed-corn donation some years ago] appointed Sustrans founder **John Grimshaw** to produce a feasibility study for routes linking **Peebles**, **Biggar** and **Tweedsmuir**. An exciting report has resulted, also proposing a Firth to Firth [F2F] Solway-Forth tourist route. *See the report, and give support, at the website above.*

**Aberdeen City Electrifies** The Council has bought 10 electric bikes for its Warden Patrols, who handle parking enforcement and community safety across the city. To see the story search for *wardens cycle* at [aberdeencity.gov.uk](http://aberdeencity.gov.uk).

**Glasgow Technology** Glasgow has won £24m *Future City* funding. Projects will include cycling apps and smart path lighting which brightens on approach [H 8.7.13].

### How to...

## CONTACT YOUR POLITICIANS

*Simplest is to find them all at [www.writetothem.com](http://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](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

Ed Pentlands, Gordon MacDonald

Almond Valley, Angela Constance

Midloth N & Muss, Colin Beattie

**GREEN** List, Alison Johnstone

**INDEPENDENT** List, Margo MacDonald

**Local councils: Find councillors + Who runs the council**

[edinburgh.gov.uk](http://edinburgh.gov.uk) 0131.529.3186 Lab/SNP

[eastlothian.gov.uk](http://eastlothian.gov.uk) 01620.827827 Lab/Con

[midlothian.gov.uk](http://midlothian.gov.uk) 0131.270.7500 SNP/Ind [majority zero]

[westlothian.gov.uk](http://westlothian.gov.uk) 01506.775000 Lab [minority]

**More info including Westminster MPs & European MEPs:**

[www.writetothem.com](http://www.writetothem.com) [theyworkforyou.com](http://theyworkforyou.com) [mysociety.org](http://mysociety.org)

## 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.

**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].**