

Spokesworker is an occasional ("roughly monthly") news sheet, with stop-press news of forthcoming events, and of road, traffic and planning matters. It is not automatically sent to all members. A copy is enclosed if we are writing to you anyway, and copies are handed out at working group meetings. You can make sure to get a copy by sending us 10 or so stamped addressed envelopes. Spokesworker also appears on our Internet web site - to be notified of such updates by email, contact [spokes\[AT\]spokes.org.uk](mailto:spokes[AT]spokes.org.uk).

To minimise spam, email addresses below use [AT]. Replace this by @.

QUALITY CORRIDOR

Edinburgh Council is consulting on its proposed 'Quality Bike Corridor' (QBC) between Princes Street and Mayfield/ Kings Buildings. At the same time is a consultation on a 20mph zone for a wide area of south central Edinburgh.

Comments on both consultations must be in by 10 December.

The **Quality Bike Corridor** comprises new cycle and bus/cycle lanes, new bike-turn lanes (e.g. Buccleuch St to N.Meadow Walk) and additional restrictions on parking and loading times in the corridor. Our website includes links to the consultation website, which includes a summary leaflet (to be distributed to all houses in the area) and detailed drawings of the proposals (you can also see them at the exhibition and drop-in sessions below). The leaflet also says, "We're also hoping to improve maintenance of existing cycle lanes." Strangely there is no mention of associated facilities/ actions like improved shop-side bike parking, promotion etc, although we believe these are intended.

The **South Central Edinburgh 20mph zone** extends from Blackford Hill to the Meadows and from Morningside Road to Prestonfield. All residential roads would become 20mph (without physical calming) with 'arterial' roads remaining at 30mph. There will be argument about which if any streets should remain at 30mph. Again our website takes you to the consultation web page.

Spokes strongly supports the principle of both these proposals, which are one of the very first implementation steps of the Council's Active Travel Action Plan.

PLEASE HELP!!

It is vital for you to respond to the consultations if you support the proposals. There will of course be a Spokes submission, but please don't leave it all up to Spokes!! Councillors and officials need to be reminded that there is a wide constituency of support to improve conditions for everyday journeys around the city by bike. This is extremely important as there will be opposition to parts of the plans. For example there is likely to be strong opposition to the restrictions on car parking/loading hours, and the question of which roads should remain at 30mph may well also be very contentious.

There may be individual aspects you disagree with and want changed/improved, but **if you support the general proposal please say that** before listing the improvements you want.

HOW TO RESPOND TO THE CONSULTATIONS

1. Full details of where to respond are on the websites above, but in particular the two email addresses are...

qualitybikecorridor@edinburgh.gov.uk and 20zones@edinburgh.gov.uk

2. If you live in the area and receive consultation leaflets through the door please return the freepost reply slip on them as well as sending in any more detailed comments by email or post.

3. Spokes would be pleased to know your ideas, for possible inclusion in our own response. If you have major points it would be helpful to know them as soon as possible. For the **QBC consultation**, copy your thoughts to [richard\[AT\]blether.org.uk](mailto:richard[AT]blether.org.uk). For the **20mph consultation**, send to [shane\[AT\]blether.org.uk](mailto:shane[AT]blether.org.uk).

EXHIBITIONS AND MEETINGS

Nov 15-19 Official Exhibition - detailed plans on display at Newington Library, 17-21 Fountainhall Road, EH9 2LN.

Dec 1 & 2 Official drop-in sessions 5pm-8pm staffed by Council officers, St.Catherine's Argyle Church, 61 Grange Rd, EH9 1TY.

Weds 8 Dec Southside Community Council 7pm, Nelson Hall (corner of Bernard Terr and St Leonards St). The first part of the meeting is a presentation/Q&A about the QBC by Chris Brace, council Cycle Officer. All CC meetings are open to the public, and you can stay on for discussion of other local developments.

PRELIMINARY SPOKES THOUGHTS

Here are some early thoughts on the consultation from Richard Grant who is coordinating the Spokes response...

In general, SPOKES supports the idea of on road cycle lanes but they need to be clearly marked and not obstructed by parked cars to be of value. The QBC is attempting to establish the cycle lanes without reducing car parking spaces (although it significantly changes the permitted hours for parking and loading).

Retention of parking spaces seems to be why there are not to be cycle lanes on both sides between West Preston St and West Mayfield, and why it is proposed that some new stretches of cycle lane will be outside parking spaces. Another stretch with no new facilities is north from Potterrow to Teviot triangle.

Some points to think about...

- Do existing cycle lanes in the QBC need improvement?
- Will the proposed parking spaces cause problems for cyclists?
- Should we lobby for continuous cycle lanes through the whole QBC without exceptions?
- Will the cycle lanes outside parking spaces work in practice (there is an existing example in Marchmont Road, but the coloured surface has been allowed to deteriorate very badly)?
- Should we ask for more protected right turns (if so, where)?
- Is there a need for more advanced stop areas at traffic lights?
- Are cycle crossings across the corridor needed, and where?
- Should any of the cycle lanes continue right through junctions?
- What width should the cycle lanes be - in general, and as a minimum where space is tight?
- What else is needed to make the QBC of maximum value?

FOR YOUR DIARY

See page 2 of Spokes 108, and Spokesworker 25.10.10. Also...

Nov 16 Bike Club networking event - for anyone interested in organising cycling events for young people aged 10-20. Liberton High School (library) 3.30 - 5.30. Info: bikeclub.org.uk/edinburgh.

Nov 25 SPOKES PUBLIC MEETING - see Spokes 108.

Nov 26 Edinburgh and other Public Tramways public meeting of LRTA (Light Rail Transit Assn) Quaker Meeting House, 7 Victoria Ter, 7.30. George Murray 538 2375. lrrta.org/meets.html.

CYCLE FUNDING

Spokes Bulletin 108 features future cycle funding by the Scottish Government [pages 1,7,8]. **Many answers will be revealed on 17 Nov when Finance Secretary John Swinney MSP reveals the Scottish Budget 2011/12 and Spending Review 2011/14.**

An important point is the incredibly low current level of cycling investment - equivalent to roughly 0.9% of Scottish government transport spending. Transport Scotland Director **David Middleton** made that very point at the Nov 5 Cycling Scotland conference!!

One way to look at it is that spending on trunk roads is now **£200m a year more** than when the SNP came to power. Yet **total** cycling investment is **under £20m**. In other words, **total cycling investment could be doubled for less than 10% of the rise in trunk road spending in the last 4 years!**

NB: The Forth Bridge article overleaf shows where huge amounts of precious capital funding are due to go in the next decade....

REPORTS/RESOURCES

DELIVERING CAPITAL GROWTH - the next steps in Edinburgh's Sustainable Development

[Search for *Delivering Capital Growth* at edinburgh.gov.uk]

Some useful quotes to use when the reality fails to match!! ...

p5 Vision for 2030, "... a modern fully integrated public transport system and a quality network of cycleways and footpaths."

p15 "Integrating land use and transport planning is crucial ... excellent links for bus users and cyclists are vital."

p16 The development strategy is based on "concentrating growth along key public transport corridors" between "green wedges."

p18 "Our Active Travel Action Plan ... will help us hit our target of 15% of trips by bike by 2020. This will mean more and better cycle lanes and path, and more bike priority at junctions."

p32 International Business Gateway (west Edinburgh, beyond Gogar) "Development will ... maximise access by public transport, cycle and foot, focusing on tram stops and a public transport and cycle/pedestrian spine." [NB - Spokes has emailed to point out that the proposed 'get off and push' A8 pedestrian underpass to the planned Gogar Station hardly fits this aspiration!]

The final chapters and appendix show how the plan fits existing local and regional plans, and gives delivery dates and actions.

ROAD INJURIES ONLINE www.road-injuries.info

This great mapping website has now been updated with 2009 UK road injury data. If updated annually, it will be really useful in future years to show the impact of tramlines in central Edinburgh.

CITY CYCLING ONLINE FORUM citycyclingedinburgh.info

This excellent discussion forum, managed by Chris Hill, is just celebrating its first birthday. Rapid responses on all bike topics!!

BRING A SMILE TO YOUR FACE!

Who couldn't smile watching the video at the end of this blog...

minimalstudent.com/10-minimalist-reasons-to-start-cycling-today

EDINBURGH COUNCIL MAPPING RESOURCE

Edinburgh Council is creating an online map with a whole range of council and other data - ward boundaries, tramlines, core paths, car club bays, you name it!! The map is under development - for example cycle routes still to be added, and it can still only be used with Internet Explorer, not Firefox. The web link will change too, but currently is <http://88.208.222.252/website/gisatlas/viewer.htm>.

The council welcomes comments and ideas for improvements - send your ideas to mike.bell@edinburgh.gov.uk.

A90 PATH

As a first stage in the long-awaited improvement of the Edinburgh to Forth Bridge route, Edinburgh council is to upgrade the existing citybound B924 footway between Barnbogle and Chapel Gate (the Dalmeny turnoff) as a high quality shared-use path. This is not the really bad A90 section, but is phase 1, which can be done with funding this year. Over the next year or two it is expected that the government will contribute a significant sum to the difficult/costly section, following pressure from Spokes over several years [we picked up on a probably throwaway comment about investing in cycleroutes by John Swinney MSP when he abolished the bridge tolls]. The fact that Edinburgh will have built phase 1 adds to the pressure on the government for next year.

We are told the B924 path will be surfaced to a high quality and other measures will be included, such as signs to slow traffic at the Dalmeny turn. Spokes has argued strongly that the existing onroad northbound lane should be retained for those who prefer faster travel [the current plan is to retain a short section only, at Barnbogle junction]. Without the full lane, some motorists will expect all cyclists to use the path, which is not reasonable on a road of this type. We have not yet had a final response on this, **so if you use the route and want the lane retained please ask your councillor to request that.** Find their details at writetothem.com.

CYCLENATION CONF

The Nov 6 conference of UK campaign groups in Edinburgh was hugely successful and enjoyable, with over 100 participants from Edinburgh, Scotland and the UK. We hope to have a report on the website and/or in a future Spokesworker before long. Many thanks to everyone who helped in the organisation - notably Ian Maxwell and Rosie Telford at the helm (handlebars?)

A wide range of photos by **Chris Hill** are already at... <http://www.flickr.com/photos/chdot/sets/72157625200725333/>.

Also the city Sunday ride, photos by **Simon Nuttall** of Cambridge Cycle Campaign - click on any photo to see its map position...

<http://edinburgh.cyclestreets.net/photos/all/>

2nd FORTH RD BRIDGE

News release from www.forthrightalliance.org [abbreviated]

New road bridge will mean capital spending on education, health and local government will suffer disproportionate cuts.

The ForthRight Alliance, a coalition of groups opposed to the Second Forth Road Bridge, today [October 21] criticised the Scottish Government decision to continue with an unaffordable, unsustainable, unpopular new road bridge - despite massive spending cuts that Scottish society will be forced to bear.

With a median cost estimate of £2.04bn, the expenditure profile published by the Scottish Parliament shows that some £1.37bn will be spent on the Second Forth Road Bridge between 2011/12 and 2014/15. Yet yesterday's UK Comprehensive Spending Review revealed a reduced annual available Scottish capital budget from the current £3.4 bn to £2.3 bn in 2014/15.

Lawrence Marshall, ForthRight Alliance chair and former Forth Estuary Transport Authority convener (2005-2007), said:

"It is now undeniable that building an additional Forth road bridge will impact massively on capital spending in areas such as health, education and local government throughout Scotland for much of this decade - and all this to render almost empty an existing crossing which is not beyond saving.

By the end of the next Parliament, capital expenditure on this unnecessary project will be more than 3 times that on education throughout Scotland and almost ¾ that on local government or on health. And these figures assume the bridge stays on budget."

The Forth Estuary Transport Authority is confident that the current programme of cable drying will succeed in arresting the corrosion found on the existing bridge, and many MSPs privately doubt the need to build this new bridge. The Forth Crossing Bill goes through the Scottish Parliament in the coming months - **the ForthRight Alliance calls on everyone to ask that their MSPs seriously consider postponing a final decision** until the results of cable drying are better known in the next year or so.

Lawrence Marshall said: "The new bridge is unpopular as well as unaffordable. A November opinion poll found 57% of Scots in favour of fixing the existing bridge. Only 34% supported the Scottish Government's view that an additional bridge is required."

Note: planned 2nd Forth Road Bridge capital spend includes £393m per year in 2013/14-2015/16 [a time of big other cuts] - www.scottish.parliament.uk/business/research/briefings-10/SB10-05.pdf.

Further info: lawrence336@btinternet.com 0131 669 1336.

VIEWS OF EDINBURGH COUNCIL LEADER

Remarkably, **Cllr Jenny Dawe**, leader of Edinburgh Council, has just stated [Evening News, 27 Oct] ...

"It is an enormous amount of money and a lot of people will look at that and think 'my goodness, think what that could have been spent on' ... My gut instinct is that I would rather they did not commit to it ... I have not looked at all the detailed business case or the engineering cases but to me the decision to go ahead with it was a bit premature." She added that it would be better to wait for the outcome of dehumidification on the existing bridge.

YOUR VIEWS!!

If you have strong views on this, please contact your MSPs [regional and constituency] and ask them to support you as the Bill goes through Parliament. Find their details at writetothem.com.