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CYCLING SUPER-CORRIDOR??

Big cycle improvements are planned in 2010/11 for Edinburgh's Mayfield-Meadows corridor. Heavy and growing bike use shows the need to upgrade facilities and build on existing potential. *If you're one of the many who already cycle here, you helped show the need for action – thank you!*

Transport Convener Cllr Gordon Mackenzie said the plans show council commitment “to the ambitious targets in the Charter of Brussels” - notably 15% of Edinburgh journeys to be by bike in 2020 [p4]. It's also one step towards the LibDem manifesto promise of a 'model cycle-friendly city' [Spokes 98].

Our May and November traffic counts since 2007 have all found bikes forming over 20% of northbound 8-9am vehicles in Forrest Road, reaching nearly 25% this May. And while some routes in the area have a big university presence, our 'stop and speak' survey at the top of Middle Meadow Walk found most of the commuter cyclists worked in central Edinburgh, not at the university.



The Bike Station lies right in the heart of this corridor. Here 95 people queue for the Saturday sale – everyone needs a bike! See Spokes 102 for more on the Bike Stn or see thebikestation.org.uk. Photo: Cllr Cameron Rose

All four Southside/Newington councillors have a hand in the new plans. The idea originated from a motion by Cllr Ian Perry [Lab] and a report was approved at the Transport Committee under Cllr Gordon Mackenzie [LibDem]. The committee then agreed a motion by Cllr Steve Burgess [Green] seeking a report on a more radical scheme. Finally, longstanding Spokes member Cllr Cameron Rose [Con] is suggesting the project includes an experimental stretch of fully segregated onroad route.

See p5 for the plans in detail, our ideas for more radical measures – and what you can do about it.

COMMENTS ON MEMBER RENEWAL FORMS

Keep producing the excellent Spokes maps / I'm very grateful for your work, and I keep lobbying my MSPs and councillors / I read Spokes as soon as it arrives!

Nov 19 SPOKES PUBLIC MEETING .. details page 2
Princes Street for Pedestrians Cyclists & Trams??
Dec 6 Ride Planet Earth for Copenhagen climate talks

NEW SPOKES MIDLOTHIAN MAP



Gary Bell & family check out our new map Photo: Ian Baxter
Get yours at local bike/book shops or from www.spokes.org.uk

MONEY - THE BEST!!

Spokes research is “the most comprehensive analysis of funding for Scottish cycling projects” according to the Scottish Parliament Information Centre, SPICe. SPICe is independent of government, and provides factual data to MSPs of all parties. Their conclusion is in new briefing document 09/48, *Cycling in Scotland*, on cycle policy, stats and funding [link at www.spokes.org.uk - news 4 Aug].

Our 08/09 research found bike investment at less than 1% of the Scottish government transport budget, significantly less than under the Lab/Lib government, and falling* [Spokes 104]. Investment per head is down from 422p in 07/08 to around 317p in 09/10. Yet the SNP government trumpets a European-style target for 10% of journeys to be by bike by 2020! [Spokes 103].

BUDGET 2010/11 - THE WORST??

Meanwhile the government's draft 2010/11 budget yet again freezes* active travel [walking/cycling] - whilst yet again growing trunk road spending, despite 09/10's huge rise [Spokes 102]. Last year the all-party Transport, Infrastructure and Climate Change Committee, having carefully scrutinised the 09/10 draft budget, proposed more investment and suggested our Spokes submission as a possible approach. Finance Secretary John Swinney ignored this, arguing that cycling also gets money from other sources – though he surely knows the total is £20m or less. *It seems he intends no better this year!*

We urge you to raise this with your constituency and list MSPs [p8] - now while 2010/11 budget discussions are still at an early stage. For more info see Spokes budget submission – www.spokes.org.uk 24 Oct news item.

*Is cycle investment frozen or falling? – see p3 for gory details!

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

FOR YOUR DIARY

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

Spokes Sunday Rides - 'Explore, Dream, Discover!' First Sunday each month, 30-40 miles. Meet 10am, Usher Hall. Lunch at pub/café, or bring picnic. We show the way, help with breakdowns, wait for the less-speedy. Your bike *must* be in good order. If under 14 you *must* come with an adult. www.snowcycle.co.uk stuart@snowcycle.co.uk 445.7073. The Dec 6 ride will be a **Climate change special ride** - p3.

Easy - 'Twenty Milers' Mainly paths/quiet roads, some Sats, 10am-3pm. Mike Lewis 343.2520 mike@cyclining-edinburgh.org.uk.



The 20-milers in tropical paradise (Lochend Park!) Mike Lewis

Very Easy - 'TryCycling' - on hold - hope to restart in 2010.

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.

Go Bike! Strathclyde Cycle Campaign rides. 1st Sunday + some others. www.gobike.org 07932.460093 info@gobike.org.

Thur 19 Nov: Spokes Autumn Public Meeting

Princes St: Pedestrians Cyclists & Trams?

Chair: BBC presenter **Lesley Riddoch** [to be confirmed]

Speakers: Peter Hawkins – a Spokes perspective

Graham Bell, Edinburgh Chamber of Commerce

Ian Craig, Managing Director, Lothian Buses

Edinburgh City Council – name to be confirmed

Time & venue: Augustine United Church, Geo. IV Br. 7.30; open 6.45 for coffee, stall, chat. **Signed copies of Lesley's 'Riddoch on the Outer Hebrides' cycling book may be on sale**

More info: jackie.howlett3ATgooglemail.com 664 0526

Nov 17 www.CyclingScotlandConference.org

Dec 5 **Climate Change March 'The Wave'** see p3

Dec 6 **Climate Change Ride 'Ride Planet Earth'** see p3

2010 Jun 28-Jul 1 **Towards Carfree Cities** world conference in York, England. www.worldcarfree.net/conference

SPOKES & RELATED

FACTSHEETS ... We're planning a **Bike parking in flats and tenements** factsheet. If you've got relevant ideas or experience please email mknottenbelt1@googlemail.com. Another possibility is **Cycling for people with disabilities**.

LEISURE RIDE VOLUNTEERS PRAISED ... New Spokes member and top surgeon **Dr Chris Oliver** has praised ride organisers **Stuart Threlfall**, **Mike Lewis**, **Maggie Wynn** and **Neil Robertson** for *inspiring me to get back to cycling*. Chris was morbidly obese, over 27 stone, had tried every diet, and could hardly climb stairs. After an operation, he reflected on life, and decided he must live more actively. He progressed via *TryCycling* 'very easy' rides, then *20-milers*, then our *Sunday rides* - and beyond For his great story, see www.christopheroliver.blogspot.com.

FACEBOOK ... A member has created a Spokes Facebook page. Please join – and encourage your 'friends' to join.

IDEAS WORTH £1m!!

How would you get more people cycling for everyday journeys, if you had £1m pounds? Our competition attracted a fantastic range of ideas, showing the innovation and enthusiasm waiting to be unleashed if the government adopts our Spokes budget proposal [p3]. **Top prizewinners:**

1= **Nick Brochie** Red cycle lanes and parking restrictions on every Edinburgh A & B road, with 20mph elsewhere.

1= **Euan Renton** Match-funded small-employer grants to promote workplace bike use/ commuting Scotland-wide.

3 **Mike Lewis Rack 'n' Roll** – equip buses on 200 Scottish routes with US-style 2-bike racks, for leisure, commuter backup, etc. 12m extra US journeys resulted in 2008!!

4 **Pippa Coutts** Multi-pronged child-centred programme to promote cycling - from pregnant women through to teenage groups and parental involvement via employers.

5 **James Ryder** Route from Edinburgh to the 4000-person Bush Estate, avoiding 'A' roads [costly underpass needed].

6 **Tom Morris** Dutch-style 'FietsPoint' staffed park/hire/ workshop centres at main rail stations [good news - see p8].

7 **David Wardrop-White** Towns/cities to install extensive visible onstreet bike parking, like Edinburgh's [well used].

8 **Katharine Wake** Cycling to be a compulsory part of the driving test [some exemptions] – to increase awareness of cyclists and of the driver's own option to get about by bike.

Details: Entries were judged anonymously by Spokes Resources Group, assisted by Edinburgh Napier University Transport Professor **Tom Rye**. **Prizes were kindly donated by:**

ScotRail [scotrail.co.uk], **Lothian Buses** [lothianbuses.com], **TIE** [tie.ltd.uk],

Edinburgh Bicycle [edinburghbicycle.com], **Annpurna Indian Vegetarian Restaurant** [0131.662.1807],

Engine Shed Vegetarian cafe [theengineshed.org], **Sustrans** [sustrans.org.uk], **Laidback Bike Tours** [laid-back-bikes.co.uk].

See Spokes website www.spokes.org.uk for all entries, the entry form, and a list of all prizes kindly donated.

PEDAL FOR SCOTLAND



Photo: Wilson Baxter [wilsonbaxter61@flickr.com]

An astonishing 7000 people – many of them ordinary daily bike users – joined this year's Glasgow->Edinburgh ride [pedalforscotland.org]. Our special congratulations to the following local decision-makers, who did the whole ride..

Des McNulty MSP, Lab transport spokesperson [Spokes 103]

Sarah Boyack MSP, Edinburgh Central [regular cyclist]

Alex Linkston, West Lothian Council Chief Executive

Ian Mathie, Sustran programme manager

Fiona Anderson/John Nisbet ELothian Council Healthy Lives

SPOKES BULLETIN INFORMATION

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SPOKES MEMBERSHIP RENEWAL

Members not yet renewed for 2009 receive a reminder in this mailing. If you are up to date you'll get a 2010 renewal form in Feb/Mar – please don't try to renew in advance!

COPENHAGEN DEC 09

Dec 7-18 sees the Copenhagen global climate change summit, where a strong successor to the present Kyoto agreement is vital. Concerned organisations around the world are pressurising governments to act seriously.



Sat Dec 5 - The Wave Spokes is one of many bodies affiliated to *Stop Climate Chaos*, which is organising big marches in Glasgow and London. Please join in!! More info: www.the-wave.org.uk/scotland or phone 0870 6010215.

Sun Dec 6 - Ride Planet Earth! Our Spokes Sunday ride will be one of hundreds across the globe supporting **Kim Nguyen** in his 16-month Australia-> Asia->Europe ride, now approaching Copenhagen. Please join in! More info: rideplanetearth.org – and click through to Kim's wonderful blog of his ride, thoughts and contacts.

Our [20-mile] ride starts 10am, Usher Hall, Lothian Rd. Lunch is 12.30 at *Out of the Blue*, Dalmeny St. Spokes member **Mark Lazarowicz MP** [and a long-time climate campaigner] will say a few words, receive a letter from Spokes to Energy Secretary Ed Miliband urging tough action at Copenhagen, and then join the rest of the ride.

Lunch is £6.50 [soup/sandwiches/tea/coffee/cake]. **Please book by 20 Nov.** Email spokes@spokes.org.uk with names and food needs [subject line *Copenhagen*]. Or phone 313 2114 [answerphone]. **If it's too wet please come to your booked lunch anyway. And if 20 miles is too long please book & come to lunch!** [Sunday Ride general details - p2]

COPENHAGEN & CLIMATE WEBSITES

10:10 Climate Campaign: Thousands of individuals and the entire Cabinet and Shadow Cabinet are cutting their personal CO2 emissions by 10% in 2010. Join them! www.1010uk.org

Copenhagen official website: www.en.cop15.dk.

UK Copenhagen site: www.decc.gov.uk – *ActOnCopenhagen*.

Scottish pressure groups: stopclimatechaos.org/scotland.

Met Office Research: www.metoffice.gov.uk – *climate change*

Intergovernmental Panel on Climate Change: www.ipcc.ch

Local info site with child climate book www.ghgonline.org.

Sustrans Low Carbon Travel: Well-referenced Info Sheet at www.sustrans.org.uk – publications – info sheets – FF44.

CAPS: ACTION? PLAN

A comprehensive Spokes response to the **Cycling Action Plan for Scotland** consultation highlights the absence of proper funding – or even discussion of funding methods – without which the government target of 10% of trips by bike in 2020 is almost meaningless. CAPS, originally due in final form in May 2009, was probably not set up as a delaying tactic, but that is how it has been used. **Unless the government gets serious about cycle funding in the current 2010/11 budget plans, it will have got away with an entire term of office with cycling investment at under 1% of transport spending - and falling.** Our CAPS submission is at spokes.org.uk – downloads – national.

ABBREVIATIONS USED IN BULLETIN

G The Guardian (S)H (Sunday) Herald SG
Scottish Government LTT Local Transport Today

TAX ON CYCLISTS??

Following the Scottish government CAPS consultation which asked about a cyclist road tax, Spokes has been anonymously sent a new top secret Ministerial memo...

“PEDESTRIAN PAVEMENT TAX

Ministers are concerned that, if the Smarter Choices scheme succeeds in shifting drivers to walking, there will be loss of government revenues, plus demand for additional spending on dropped kerbs. The Department is asked to assess methods for countering this threat. Options to include: ending Smarter Choices; attracting additional motorists by speeding up work on the M74 extension; or a pedestrian tax (with exemption for those who always travel by car from their front door). Should news of this assessment be leaked Ministers will (as per usual protocol) deny any such intentions.”

Earlier, the cyclist tax consultation question had hit the press, prompting widespread incredulity [H 4.9.09]. In a rapid response to the furore **John Swinney MSP**, Cabinet Secretary, denied any intention to introduce a cyclist tax.

FROZEN OR FALLING??

Why does Spokes say cycle investment is *falling*, when in the Scottish budget active travel is only *frozen*? [p1]. We have been asked! So [for the nerdy-minded only!]

Cycle investment has many sources [Spokes 104 p4]. The Scottish budget is however broad-brush. Cycle spend comes *mainly* (not entirely) from two 'lines' in the budget.

First CWSS money to councils [Cycling, Walking, Safer Streets] – our research suggests 35-40% of this is used for cycling. CWSS has been frozen for 3 years at £9m p.a. – the SNP tried to scrap it entirely, but it was saved thanks to a deal with Green MSPs in the SNP's first budget.

Second the Sustainable Transport budget line – this is used by the government's Sustainable Transport team to fund bodies like Sustrans and projects like eco-drive or Smarter Choices. It was set at a frozen £11m for 3 years, though a tiny addition [Health money?] was made last year.

Total cycle investment from *all* main sources, not just the above, is under £20m, equivalent to under 1% of the transport budget, and is falling [analysis in Spokes 104].

So with active travel only frozen in the budget, why is cycle investment falling? There are two main reasons...

First, Sustrans funding [from the Sustainable Transport budget line] has been cut to 50% of their funding under Lab/Lib, to leave money for the Smarter Choices scheme [Spokes 102]. That is an excellent scheme, but only 1/3 of it can be counted as cycling, a net £2m-£3m cycling loss in 09/10 compared to 07/08. **Second**, funding [from another budget line] to **Regional Transport Partnerships [RTPs]** was transferred by the SNP to councils. But whereas RTPs invested around £5m in cycling in 07/08, councils are only investing £2m of it, another £3m loss.

For fuller details – see our financial survey in Spokes 104.

WHAT SHOULD BE DONE??

Like last year Spokes proposes a new £20m fund in the 2010/11 budget, possibly funded by a transfer from the trunk road increase. The fund would be open to bids over (say) £1m from councils, Sustrans, ScotRail, or any other body. *For more details and the type of project this could mean across Scotland see Spokes budget submission – at spokes.org.uk - Oct 24 news item or downloads – national.*
Please contact your MSP about the 2010/11 budget!

EDINBURGH COUNCIL SPECIAL

If anything on these pages concerns or encourages you, let your councillors know !! – see p8 for contacts. For more Edinburgh news, see page 7.

CHARTER OF BRUSSELS



Edinburgh's transport head, **Marshall Poulton**, signed the Charter at Velo-City 2009 in Brussels, committing the City to a target of 15% of trips by bike by 2020 [Spokes 104].

To help evolve the radical changes needed Spokes asked consultant **Richard Armitage** [ratransport.co.uk] to present ideas to Transport Convener **Cllr Gordon Mackenzie** and senior officers. Cllrs **Steve Burgess & Cameron Rose** also came along. [See notes at

www.spokes.org.uk - downloads – technical]. **Ideas emerging, based largely on existing investment levels, included.**

➤ **A new cycle corridor each year**, linking up existing facilities with a name, local publicity/involvement, customer bike parking, school links – creating a route 'identity.'

➤ Higher **maintenance budget** cycling priority including a 2-year project to restore all worn-out coloured surfaces.

➤ **The Council to lead by example** with senior staff encouraged to cycle, and a Cycle Impact Assessment for all departments to identify opportunities – such as residential bike parking initiatives by Housing.

➤ **Partnerships** – involving *Lothian Health* on promoting bike use, *Chamber of Commerce* on workplace parking, *Tourism* to get bike hire offered in B&B and hotel deals, *Rail* for a Dutch-style parking/hire/servicing 'FietsPoint.'

➤ **Work on all fronts at once** – to achieve the ambitious Charter of Brussels target, all the above are vital.

EDINB 2009/10 BUDGET

In Spokes 104 we congratulated the council on allocating £130k extra to cycling, on top of normal sources – few councils do this. Total council cycle investment is only at the Scottish average, £2.50 per head, but, being a city area, each £1 invested on the roads benefits many more people than in dispersed areas. *Projects in 2009/10 include...*

➤ **Towpath surfacing** out from Wester Hailes, with Riccarton connections – a scheme which will delight many!

➤ **Innocent Railway to New Royal Infirmary** – missing link. Negotiations also continue with the hospital and university to upgrade the existing ridiculous stepped path.

➤ **Meadow Place closure** – eliminating the last non light-controlled crossing between Bruntsfield and Princes Street.

➤ **Queensferry Road toucan** at Clermiston Rd North

➤ **A90 path** design work – a major issue [Spokes 100]

➤ **Oxgangs Road cycle lanes**

➤ **Onstreet bike parking** [up to £30k]. Send suggested locations to: accessible.transport@edinburgh.gov.uk.

➤ **[2010/11] Canal to Festival Square**, with lights replacing the roundabout, and hopefully bike lanes to Telfer Subway.

OTHER FUNDING OPPORTUNITIES

Note: **Cllr Gordon Mackenzie**, Edinburgh Council Transport Convener, is looking into the first two below...

➤ The council has a large **road maintenance budget**, but replacing worn-out *cycle-lane coloured surfacing* varies from one Services for Communities Dept area to another. It gets no priority despite its vital role [Spokes 103 p3] in encouraging bike use and in keeping cars away, and is often only replaced if a road is being fully resurfaced.

➤ Each **Neighbourhood Partnership area** in Edinburgh gets £100k p.a. for local improvements, but it is unclear if the rules allow these to include bike schemes. We anyway urge Spokes members to attend their area partnership public meetings – details at edinburghnp.org.uk.

➤ The **Climate Challenge Fund** [ending in 2011 unless continued] was created by Green MSP pressure in the government's first budget, and is funding these projects...

www.greenerleith.org an exciting local-travel project

www.ecba.org.uk - to include bike storage initiatives

www.thebikestation.org.uk – has a fantastic project bid to promote bike-to-work in small and medium companies. More in Spokes 106 if this project gets the final go-ahead.

If you have ideas for these CCF initiatives/areas, contact the project – they may be flexible enough to add new opportunities, or even request extra funding.

OLD DALKEITH ROAD

Edinburgh's out-of-town Royal Infirmary, opened in the early 2000s, brought countless complaints from the many staff and visitors who wanted to get there by bike.

Cycle lanes were provided part-way early on, but car parking outside peak hours meant long stretches cycling between fast traffic and car doors, sometimes uphill with sun in your eyes. In 2004/5 nowhere brought us more complaints.

After extensive lobbying, by numerous individuals as well as Spokes, parking was banned in many stretches in 2006, a fantastic improvement. [*photo:* Michael Eddleston]



For the 'before' photo with continuous parked cars see Spokes 94 Sadly, many danger and deterrence sections remained [photo in Spokes 96] and continuing pressure, increasingly organised by hospital staff, brought further minor change.

But now the many hours of personal and organised pressure are really paying off. The Council has had a drastic re-think, promising an outbound near-continuous bike lane, and a citybound bus/bike lane - physically segregated in part! [See spokes.org.uk – news for a link to the plans].

There are still a few problems – notably a planned bike lane interruption (affecting hundreds of road users) so that two houses can retain onstreet parking (not just loading).

But overall we congratulate the council on the plans. Hopefully, too, it's a sign they will be braver from the outset in other schemes - and in tackling the dangers/deterrence of car-parking in other cycling corridors.

There's a message for cyclists, and those who want to use a bike: your letters to councillors are worth the effort! And if this campaign took over 5 years, spare a thought for the early Spokes pioneers and their 10-year campaign just to get a legal cyclistroute along Middle Meadow Walk!

PRINCES STREET FUTURE

After our early optimism [Spokes 104] the Scotsman stated [30.9.09] that cyclists might be 'diverted' with other traffic from parts of Princes St - left-right-right-left-etc!! Even our longstanding concern over cyclist neglect in Streetscape policy had not prepared us for this potential disaster!

However City Development Director **Dave Anderson** replied instantly to our shocked email, stating clearly that the Scotsman was wrong and, not only will cyclists be included, but *“our proposals will fully take into account the Brussels Charter and our wider aspirations to increase active transport.”* As he has also told us previously [Spokes 103] *“it is clear that cycling and walking can play a very important part in revitalising city centres”*

OTHER LOCAL NEWS

Rodney Street tunnel has opened - a wonderful new car-free access to North Edinburgh path network - giving traffic-free bike travel all the way to Leith and Roseburn! Shame Tesco didn't share the cost, as loads of their New Town customers now use this route! [photo: Dave du Feu]



Tram - the TPI bike/tram integration report [Spokes 104], for onroad and elsewhere, has been received by the Council, and we expect a meeting to discuss it soon. *Traffic Regulation Orders* about parking, turning, etc are now at www.tramsforedinburgh.com – *story so far - design* – though the formal comment/objection period is not until mid February, when public exhibitions will also be held.

North Edinburgh – The Health Inequalities Group [Council, NHS, etc] is running an 18 month project from January, to increase adult and child cycling. It's exciting that bodies outside Transport are now seeing the potential of everyday bike use. For background see edinburgh.gov.uk – *council – publications – policies – joint health improvement plan*. More info may appear at edinburghnp.org.uk.

Mess ups – Despite good Edinburgh news there've been some unnecessary problems. We're not sure why, but failure of some council sections to use the council *Cycle Design Guide* and/or liaise with the cycle officer are likely causes.

A rash of overkill **barriers** appeared, notably at the **Innocent tunnel** and **Hope Lane pedestrian/bike bridge**. All cyclists were hindered, and some were blocked: trailers, the commercial Laid-Back Bike tours [laid-back-bikes.co.uk], plus mobility scooters. Many users contacted councillors, resulting in rapid barrier modification or removal. **We trust internal procedures will change, to avoid more such problems - and we do commend the fairly swift action.**

Much slower has been action on the new **Hotel Missoni road layout**, which squeezes cyclists into the kerb as they leave the protection of the bus lane – and this on a road where our last count found over 20% of rush-hour vehicles to be bikes. Work is now expected Dec/Jan.

MAYFIELD-MEADOWS [see p1]

The already-approved plans include...

- Cycle lanes from Liberton Brae to West Mayfield.
- Northbound uphill lane, West Mayfield to Duncan St.
- Bus/cycle lanes on Potterow and southbound on George IV Bridge (with cycle lane across Chambers St).
- Cycle lanes (possibly track) at east Melville Drive.
- Experimental Causewayside centre-line removal – to induce drivers to give more space when passing cyclists.
- 24/7 parking ban for 25m in the lead up to all ASLs, and at several other critical locations
- Longer peak-hour parking bans everywhere else
- Also, traffic signals are to be installed *this financial year* at Mayfield Rd/W Savile Terr junction, which has seen a cluster of bike/car crashes in recent years.

The plans are a big step forward, but not perfect - no lanes in parts, and off-peak parking in some cycle lanes. The report also doesn't say if bike lanes will be coloured.

The Committee also approved Cllr Steve Burgess's motion seeking a report on more radical measures [p1]. We'd like the following ideas considered...

- **Further cycle lane provision**
- **More restrictions on parking in cycle lanes**
- **Continue the corridor right through to Princes Street** [very important, given our traffic count results – see p1]
- **Give the corridor an 'identity'** - a name, publicity and a public bikecounter - like this one from Malmo in Sweden [photo: Cycling Scotland].
- **A signed and improved side-road route leading to Middle Meadow Walk**, as well as the main-road route.
- **Working with shops, local groups, schools and others** to publicise the route, install customer bike parking, etc.
- **Trial segregated section** [part of Mayfield Road?]
- **A stated long-term aim for a walk/cycle railway bridge**, to avoid Mayfield Rd. This is also a Grange/Prestonfield Community Council aspiration [grangeprestonfieldcc.org.uk/wordpress – forum, 29.6.08].
- **Most radically - ban cars in peak hours** – there are two parallel main road alternatives, Minto St and Dalkeith Rd.



WHAT YOU CAN DO

If you use this area and are pleased with the plans, please congratulate your councillors! And if you also want more radical measures tell them what's needed.

New Autumn/Winter catalogue out now.
Tips, ideas and products to help you to

KEEP RIDING THIS WINTER

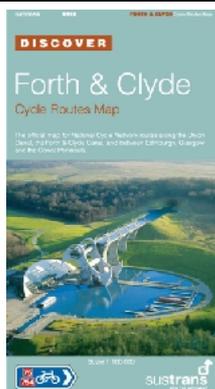
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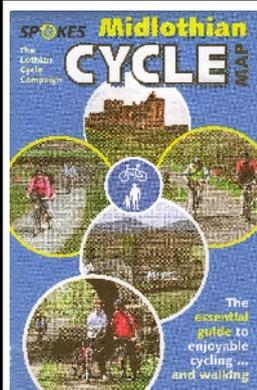
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The Bike Station
250 Causewayside
EH9 1UU
0131.668.1996

The Bike Station is a community project recycling 3000+ bikes a year from and for the public. We work with schools, employers, individuals and community groups – and also provide maintenance training, check-ups, onroad training, workshop space... We welcome volunteers, redundant bikes, new contacts... www.thebikestation.org.uk



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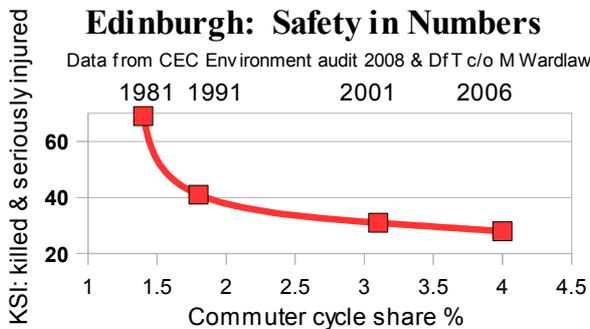


TECHNICAL

SAFETY IN NUMBERS

Cycling in Britain is far safer than is often portrayed by decision-makers and the 'road safety industry' - who have jobs to keep and things to sell [Spokes 84,85]. Death-per-mile stats are loved by transport planners, but forget that regular cyclists do far less miles than drivers and may use public transport for longer trips. Indeed, *there is roughly 1 road death per 20,000 years regular cycling - the same as for regular motoring* [Spokes 85]. And that omits the extra years of healthy life granted by regular cycling. An Australian survey even found *gardening* more likely than cycling, per hour, to send you to the doctor! [Spokes 85].

But safe can always be safer - and for years Spokes has highlighted the evidence that cycling becomes safer and safer the more bikes there are on the roads. Ten years ago we reported a 16% bike commuter rise in York, alongside a 30% fall in crashes [Spokes 73]. In 2001 we found the same in Edinburgh - serious injuries fell between 1991 and 1999 despite 50% cycling growth [Spokes 80].



Then in 2003 came Jacobsen's paper *Safety in Numbers* [Injury Prevention, Sep 03] comparing cycling and casualty levels between countries, between years & between cities. The pattern was remarkably consistent - when bike use doubled, risk per cyclist fell around one-third. A country averaging 22 trips/person/year had 16 deaths/100m-trips, but 360 t/p/y cut deaths/100m-trips to just 4! [Spokes 87]

Conversely, when helmet compulsion cut cycling in West Australia, injuries rose! - slightly less head injury but spinal/back injury up [Spokes 84 and cyclehelmets.org].

Evidence continues to grow, and CTC has launched a high profile campaign to push *Safety in Numbers* right up the policy agenda [see document at ctc.org.uk].

The message to decision-makers is clear: to make cycling yet safer, you need to get more people onto bikes! And one way not to do that is putting people off by making it sound like cycling is the last word in danger!

SNIPPETS: what is 'safe'?

➤ The UK has set a **new kind of safety target**: to reduce cyclist (and walker) casualties *per km*. Thanks to 'safety in numbers' the new target is helped if more people cycle. It also better reflects the risks a cyclist faces on any given journey. *The Scottish government should do the same!*

➤ Recent research suggests that **on fast roads cars pass bikes slightly closer if there is a cycle lane**. As you would imagine, some of the press simplistically presented this as 'cycle lanes are dangerous'. Fearing that decision-makers would get the wrong idea, Spokes circulated a rebuttal [LTT 25.9.9 & spokes.org.uk - downloads - technical].

WHY EDINBURGH??

Over the last 20 years Edinburgh bike use did not just grow, but accelerated - whilst *falling* across the UK. *Spokes has often urged the Council, government, and various academics to research how, against the national trend, Edinburgh achieved this - but none will do so.*

We suspect a big factor was **the widespread presence of onroad coloured cycle facilities** - seen every day by every road user, creating a growing feeling that cycling is expected and 'normal'. Unlike cycle 'routes' the roads get you from any A to any B - if they feel sufficiently safe and welcoming. Of course, conditions are still far from ideal, and Euro-style facilities are the answer for many. But, in a city with no cycling tradition, the widespread coloured facilities start to make cycling feel a real option.

Our view is based, first, on renewal-form feedback, where onroad facilities and reinstatement of colour are a frequent comment. **Second**, the 2005 council Streetscape consultation, with 60+ replies from individuals worried at the streetscapists' wish for black (or no) onroad facilities. Many people - workers, retirees, children - had thought of cycling because roads looked more 'welcoming' - see Spokes 93 p3 for a remarkable and powerful set of quotes from the consultation. **Third**, the case was reinforced by City Transport Head **Marshall Poulton** and his graph 'Cycle Use vs Cycle Facilities' at our 2008 public meeting [Spokes 103 p3] showing a slow rise in bike use 1980-1995 as the offroad network was built, then an increasingly fast rise coinciding with growth of onroad coloured facilities.

Finally, in 2007 we surveyed members, explaining the aim was to identify what was **different** in Edinburgh, enabling it to grow bike use at a time of national decline. The full results haven't been analysed, but q1 asked [open-endedly] "**What factors in Edinburgh do you think have resulted in increased onroad bike use.**" The table lists factors mentioned by more than 5 of the 91 respondents [many people gave several reasons]. Note that this is not the usual survey which hypothetically asks non-cyclists what might make them cycle. **We asked real everyday cyclists why they thought more people are using bikes in Edinburgh - and when cycling was in national decline.**

| | |
|----|---|
| 62 | onroad facilities - cycle lanes, ASLs, bus/cycle lanes - some mentioning safety or perception of safety |
| 31 | Increasing congestion - cycling more predictable, faster, pleasanter than stuck in car jam |
| 24 | Specific mention of coloured surfacing [these are also included in the 62 above] |
| 22 | Seeing more cyclists around/ becoming mainstream |
| 21 | Offroad paths - network, links, cut-throughs |
| 16 | Growing climate change/ environmental awareness |
| 13 | Increased car-parking restrictions and costs |
| 12 | Excellent campaign group(!), Spokes maps, other voluntary initiatives like TryCycling & Bike Station |
| 11 | Increased awareness of health benefits |
| 6 | Compact city, people live near their work |

THE COUNCIL AGREES...

"European evidence strongly suggests onroad priority and protection is very important in encouraging a wide spectrum of people to cycle." Such provision is likely to be *"very significant in working towards the ambitious Charter of Brussels targets."* [Report on Mayfield plans, p1]

SCOTRAIL

Working with Spokes, ScotRail has installed its first *Cycle Information Board* - here opened at Linlithgow station by **Patrick Harvie MSP**, convener of the Scottish Parliament Transport, infrastructure and Climate Change Committee, alongside local MP **Michael Connarty** and **Dave du Feu** of Spokes. The superb board, designed by Spokes map expert **Tim Smith**, includes town and countryside maps [from Spokes West Lothian map] and local information [help from **Linlithgow Cycle Action Group**]. It aims to encourage bike/rail commuting as well as leisure. Musselburgh Spokes member and Sustrans ranger **Donald Mitchell** is now working with ScotRail and Tim Smith towards similar boards at several East Lothian stations. *Photo: ScotRail*



See the board at: [spokes.org.uk - downloads - publictransport](http://spokes.org.uk/downloads/publictransport)

Similar boards could be designed and installed at every station in Scotland for less than the cost of one new commuter car park planned for Linlithgow by the Council - costing £4000 for each of the 91 extra car commuters!

The **Glasgow/Edinburgh->Inverness** mainline service is the worst ScotRail route for bike carriage, the cause of many complaints, with only 2 spaces per train on this vital tourist/leisure/commuter artery. Now ScotRail tells us that from January 2010 the service will use Class 170's [like Edinburgh-Glasgow trains] with 4 spaces per train. This is great news - but booking remains essential.

A customer survey of **bike carriage satisfaction** put ScotRail 3rd out of 21 UK companies [CTC Cycle Aug 09]. Will reduced Inverness frustration mean top place in 2010?

Britain's first Dutch-style **CyclePoint** ['FietsPoint'] opens at Leeds station in 2010 [BikeBiz June 09]. Sited at the front of the station, CyclePoint will do bike storage, hire, repair and retail, catering for commuters and tourists. **Northern Rail** is paying setup and staffing costs and expects running costs to be covered by generated rail travel and shop takings by 2012. Knowing your bike is safe, that it can be repaired, and hire is available if needed, give extra confidence to go by bike. [Video: tinyurl.com/CyclePoint]. **Will ScotRail be next? - why not ask them??**

INTERESTING SITES

www.bikebelles.org.uk Sustrans site and petition seeking to encourage more women cyclists.

www.flickr.com/photos/chdot/sets Pictures of the 2009 commuter challenge, organised by Changing Pace, and sponsored by SESTRAN and Edinburgh Council.

tfl.gov.uk/roadusers/cycling/11687.aspx - bike/lorry video

THANK YOU!!

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

To join Spokes download or phone for an application form. And if you're already a member - thank you!

You can help further by contacting politicians - tell your MSPs if you disagree with their budget decisions!

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.

LABOUR

Sarah Boyack, Ed Central
Malcolm Chisholm, Ed N
Mary Mulligan, Linlithgow
Rhona Brankin, Midlothian
George Foulkes, List
Iain Gray, East Lothian

SNP

Fiona Hyslop, List
Kenny MacAskill, Ed East
Angela Constance, Livingston
Ian McKee, List
Shirley-Anne Somerville, List

LIBDEM

Mike Pringle, Ed South
Margaret Smith, Ed W
INDEPENDENT
Margo MacDonald, List

CONSERVATIVE

David McLetchie, Pentlands
Gavin Brown, List
GREEN
Robin Harper, List

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

Email councillors as: firstname.surname@councilname.gov.uk
e.g. Phil.Wheeler@edinburgh.gov.uk. Except that E.Loathian email is initialsurname e.g. jross@eastlothian.gov.uk. Write to Ed councillors at: City Chambers, High St, EH1 1YJ

Who runs your council? [* = majority in council is zero]

| Council | Power | Transport Convener |
|-----------|----------|---------------------------------|
| Edinburgh | Lib/SNP* | Cllr Gordon Mackenzie, LibDE. |
| Lothian | SNP/Lib | Cllr Paul McLennan, SNP W. |
| Lothian | SNP/Ind | Cllr Martyn Day, SNP Midlothian |
| Labour* | | Cllr Russell Imrie, Lab |

Sustrans: Cllr Russell Imrie, c/o Midlothian Council [above]

Westminster MPs, European MEPs, and more useful info:

www.writetothem.com, www.theyworkforyou.com
www.mysociety.org, politics.guardian.co.uk/askaristotle

ESSENTIAL CONTACTS

Adult cycle training 668.1996 ruairidh@thebikestation.org.uk

www.travelinescotland.com - bikes on rail, bus and ferry.

Potholes, glass on bikeroutes, broken lights, in Ed/Lothian [Use nearest lamp-post number to report exact location]. www.edinburgh.gov.uk - transport - Clarence or 0800.232323. Or use www.fillthathole.org.uk and www.clearthattrail.org.uk.

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

Taxi issues Inspector, 33 Murrayburn Rd EH14 2TF. 529.5800

Lothian Buses mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding, other road crime: Freephone Crimestoppers 0800.555.111.

Emotional/practical victim support RoadPeace 02089641021

Help Spokes, other cyclists, and yourself, by joining us! Keep in touch with cycle route news in Edinburgh, the Lothians and Scotland. Find out which politicians to write to, and when. Discover the latest bike maps. Download a membership form at www.spokes.org.uk or send a stamped addressed envelope to: Spokes, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.