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SPOKES

BIKE
ELECTION
REPORT
1978

THE LOTHIAN CYCLE CAMPAIGN

2A Ainslie Place, Edinburgh EH3 6AR

Tel. 225 7752

Cycling has been neglected by Council policies too long. Motor traffic has increased to such an extent that many people who would cycle now feel that the roads are too dangerous. Whilst millions of pounds have been spent on planning and providing for cars, nothing at all has been done to encourage what is the healthiest, most efficient and safest method of personal transport, apart from walking.

The 1977 Council report on transport (the "TPP" report) didn't have ONE WORD about cycling. A letter to SPOKES from the Highways Department in 1977 stated "pressure of other work in the formulation of major transport policy has precluded any action so far."

On May 2nd elections are being held for Lothian Regional Council. SPOKES is putting the case for cyclists to all candidates and parties. And SPOKES is putting their policies to you. DON'T LEAVE IT THERE!

WHAT YOU CAN DO

- Use your bike
- Write to the papers
- Write to and visit your councilors (Council Chambers, George IV Bridge)
- Contact SPOKES for leaflets, stickers, posters
- Join one of the SPOKES working groups or help set up a new one
- Send us a donation and ask to be informed of forthcoming activities

SPOKES OBJECTIVES

1. To encourage cycling and to publicise its benefits for the community and for individuals.
2. To ensure that council policies actively encourage cycling and make full provision for it, as part of an overall transport strategy through which all members of the public can enjoy cheap, safe and efficient travel for work and leisure.

ELECTION FORUM

A public meeting will be held at which speakers from the 4 political parties will state their policies and answer questions.

DATE — Thursday April 20th

TIME — 7.30 p.m.

PLACE — Riddles Court, Lawnmarket, (up from George IV Bridge)

From our meetings so far it appears that many councillors have never before considered the needs of cyclists, and do not believe that there is a large demand for better cycling facilities. But they are willing to learn. THIS IS OUR CHANCE TO EDUCATE THEM. TAKE IT!

SPOKES MEETINGS

General Meetings are held fortnightly (April 10th, 24th, etc.) at 7.30 p.m. at 2A Ainslie Place. Meetings of working groups are arranged by the members.

MECHANICAL PROBLEMS?

Bring your bike to the COMMUNITY BICYCLE WORKSHOP. Open every Sunday 7 p.m. to 9 p.m. at 27 Drummond Street. We will provide help and tools COMPLETELY FREE.

KEEP THIS LEAFLET

- Use it to write to the papers.
- Use it to question your council candidates at their election meetings.
- Use it to remind your councilors when elected.



SPOKES members have had meetings with transport representatives from all 4 parties. For this leaflet, we asked them for a statement of their party policy on cycling, or, if they did not yet have any cycling policy, for a statement from their transport representative following their discussion with SPOKES. We would like to thank the parties for assisting us in this way, and we trust they will stick to that they way — or improve on it — when elected.

SOME THINGS THAT SPOKES WOULD LIKE TO SEE

- Firstly, we want to see the Council taking a **positive interest** in promoting and catering for cycling, instead of it being, at best, an after-thought. Cycling policies should be a part of overall transport strategy.
 - Experimental designation of cycle routes — parks, canal towpath, backstreets, etc.
 - Consideration for bikes on the roads — cycle lanes or wider bus/bike lanes where appropriate. Bikes to be considered when 1-way schemes are designed for cars.
 - Parking and theft — bike locks to be provided at public buildings, shopping centres, new developments.
 - The Region's Highways Department should give one of its officials special responsibility for developing cycling policies and consulting with cycling and safety organisations.
- *Write to SPOKES for a copy of our full policy statement.

ELECTION FORUM

Your chance to cross-examine the politicians.

DATE — Thursday April 20th

TIME — 7.30 p.m.

PLACE — Riddles Court, Lawnmarket (up from George IV Bridge)
Bring your friends who would LIKE to cycle as well as those who DO.

The statistics in this leaflet are from

"Road Accidents in GB", Dept. of Transport
 "Transport Statistics, GB", Dept. of Transport
 "Provision for Cyclists", Dept. of Transport
 "Statistics on Cycle usage & Accidents", F.O.E.
 "Transport & Society", M. Hammer
 "Energy & Equity", I. Illich
 "Bicycles Bulletin", F.O.E.

CONSERVATIVE

OVER THE YEARS, AS MOTOR TRAFFIC HAS INCREASED GREATLY, LITTLE OR NO REGARD HAS BEEN PAID TO THE PLIGHT OF THE CYCLISTS IN OUR MIDST. IT IS HEARTENING TO SEE SPOKES' INITIATIVE IN THEIR LOBBYING OF LOTHIAN. THEIR IDEAS REFLECT THE GROWING FEELING IN THE COMMUNITY THAT THE INTERESTS OF CYCLISTS HAVE OFTEN BEEN BYPASSED. I AGREE THAT MUCH MORE ATTENTION MUST BE GIVEN IN FUTURE PLANS AND INCORPORATED INTO EXISTING PLANS WHEREVER POSSIBLE.

IN CERTAIN CAREFULLY SELECTED AREAS, THE CONCEPT OF CYCLE ROUTES HAS MUCH TO COMMEND IT, PARTICULARLY WHERE MORE SAFETY FOR THE CYCLIST IS ACHIEVED. IN RURAL AREAS AND PARTS OF THE SUBURBS EXISTING PAVEMENTS WOULD PROVIDE AN ANSWER TO REMOVING SOME OF THE DANGERS OF OUR OVERCROWDED THOROUGHFARES. CERTAIN PARKS MAY PROVIDE DIRECT ROUTES FOR CYCLISTS, AVOIDING THE CONGESTION OF OUR CITY CENTRE. AT ALL TIMES, HOWEVER, WITH SUCH SCHEMES, THE PEDESTRIAN MUST HAVE PRIORITY AND HIS SAFETY MUST BE THE OVERRIDING CONSIDERATION IN OUR MINDS.

AS AN INDICATION OF THE CYCLISTS' WILLINGNESS TO HELP PROVIDE BETTER ROUTES AND FACILITIES, WOULD HE BE PREPARED TO PAY FOR THEM? I THINK HE SHOULD.

Supplied By — CLLR JOHN THOMSON, TRANSPORT SPOKESMAN

LABOUR

THE LABOUR PARTY OVER THE LAST 3 YEARS HAS DRAWN UP THE MOST COMPREHENSIVE TRANSPORT POLICY EVER PRODUCED BY A LOCAL POLITICAL PARTY. OUR POLICY IS, IN CONJUNCTION WITH AN OUTER BYPASS, PROGRESSIVELY TO RESTRICT PRIVATE VEHICLE PENETRATION INTO THE CENTRAL AREA AND TO CREATE CONDITIONS WHICH, BY LIMITING THE TOTAL VOLUME OF PRIVATE AND COMMERCIAL TRAFFIC IN THE CITY, ARE SUITABLE FOR PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS.

THE FOLLOWING ARE EXCERPTS FROM OUR POLICY STATEMENT:

"ALL TRAFFIC MANAGEMENT SCHEMES WILL BE DESIGNED SO AS TO AVOID LENGTHENING TRIPS FOR CYCLISTS. ROAD CLOSURES (EG IN CONJUNCTION WITH BUS LANES) WILL ALLOW FOR THE UNIMPEDED PASSAGE OF CYCLISTS."

"CYCLE RACKS (SUITABLE FOR LOCKING) WILL BE PROVIDED IN THE CITY CENTRE AND AT ALL OTHER CONVENIENT LOCATIONS."

"A STUDY OF OTHER POSSIBLE MEASURES FOR PEDESTRIANS AND CYCLISTS WILL BE UNDERTAKEN IMMEDIATELY, INCLUDING THE POSSIBILITY OF NETWORKS OF CYCLEWAYS AND WALKWAYS."

"THE IMPLICATIONS FOR WALKERS' AND CYCLISTS' ROUTES WILL BE CONSIDERED IN RELATION TO ALL NEW DEVELOPMENTS."

Supplied By — LABOUR PARTY TRANSPORT WORKING GROUP

LIBERAL

LIBERALS CYCLE AND FIGHT FOR CYCLISTS. ALONG WITH A FORMER LIBERAL COLLEAGUE, JOHN LAWRIE, I UNSUCCESSFULLY MOVED THAT THE WESTERN APPROACH ROAD BE OPEN TO CYCLISTS, WHEN IT WAS FIRST BUILT. JOHN AND I BOTH REGULARLY CYCLE TO WORK. I HAVE INITIATED OR SUPPORTED ALL MOVES TO HELP CYCLISTS, SUCH AS GETTING CYCLING MENTIONED IN THE REGIONAL TRANSPORT PLAN, ASKING FOR CYCLE LANES, CYCLE PARKS AND FOR CYCLING TO BE ALLOWED IN THE MEADOWS.

HITHERTO, BEING ON MY OWN, MY ONLY ACHIEVEMENT HAS BEEN TO REMIND COUNCILLORS AND OFFICIALS AT EVERY OPPORTUNITY OF THE EXISTENCE OF INCREASING NUMBERS OF CYCLISTS AND THE NEED TO CONSIDER THEM. I DO THIS BOTH VERBALLY AND BY REGULARLY CARRYING MY BICYCLE INTO THE REGIONAL CHAMBERS. I HAVE STRONGLY SUPPORTED — AGAINST SOME OPPOSITION — BUS LANES AND CYCLISTS RIGHT TO USE THEM. THE GENERAL LIBERAL POLICY IS TO HELP PEDESTRIANS, PUBLIC TRANSPORT AND CYCLISTS AS FAR AS POSSIBLE AND ONLY TO AGREE TO ROAD PLANS WHICH HELP THEM. FROM EXPERIENCE WE WOULD STRONGLY ENDORSE THE PROPOSAL TO HAVE ONE OFFICIAL DESIGNATED TO HAVE SPECIAL RESPONSIBILITY FOR CYCLISTS.

Supplied By — CLLR DONALD GORRIE

SCOTTISH NATIONAL

SNP BELIEVES THAT CYCLING COULD MAKE A SMALL BUT SIGNIFICANT CONTRIBUTION TO THE SOLUTION OF EDINBURGH'S TRANSPORT PROBLEMS. CYCLING OFFERS NOTABLE ADVANTAGES OVER MOST OTHER MODES OF TRANSPORT. IT IS INDEPENDENT OF ANY NON-RENEWABLE FORM OF ENERGY. IT PRESENTS LESS OF A DANGER TO THE LIVES AND LIMBS OF OTHER ROAD USERS. IT HAS NO HARMFUL ENVIRONMENTAL EFFECTS. AND IT CONTRIBUTES TO THE PHYSICAL FITNESS OF THE CYCLIST.

IN DRAWING UP AN INTEGRATED PLAN FOR EDINBURGH AS PART OF LOTHIAN REGION, SNP WOULD INSTRUCT TRANSPORT PLANNERS TO ASSESS THE POTENTIAL FOR DEVELOPING CYCLING ALONG WITH CURRENTLY MORE POPULAR FORMS OF TRANSPORT. THIS WOULD FIRST REQUIRE A THOROUGH STUDY OF PRESENT CYCLING PATTERNS, AND OF PROBLEMS OF SAFETY AND SECURE 'PARKING'.

SNP WOULD INSTRUCT THE REGION'S TRANSPORT OFFICIALS TO INVESTIGATE CREATING A NETWORK OF DESIGNATED CYCLE ROUTES LINKING THE MAIN TRAVEL-TO-WORK ROUTES. CYCLE LANES, WITHIN BUS LANES WHERE APPROPRIATE, COULD BE PROVIDED ON THESE ROUTES, OPERATING ALL DAY. AS AN IMMEDIATE SAFETY MEASURE THE CONDITION OF THOSE PARTS OF THE ROADS MOST USED BY CYCLISTS SHOULD BE MAINTAINED TO A HIGH STANDARD.

Supplied By — CLLR STEPHEN MAXWELL

Hand out this leaflet to fellow cyclists in the streets — more copies from SPOKES



CYCLING AND SAFETY

Cycling is potentially a very safe form of transport. Bikes are also far less likely to kill other people than are motor vehicles. The increase in accidents to cyclists during the 1950s and 60s resulted from the **increase in motor traffic and the failure to make proper provision for cyclists at the same time**. Thus many people are "driven" off their bikes. Even so, cycling is less dangerous for the cyclist than is often thought.

1. In 1976 one cyclist was killed in the whole of Lothian and 14 in the whole of Scotland.
2. A cyclist has to travel on average **6,860,000 miles** before being in a fatal accident and **470,000 miles** before an accident involving serious injury. The figures for cars are only 3 to 4 times greater. (These figures measure risks to everyone on the roads not just to car occupants).
3. It is often said that cyclists are bad road users, but a police study in London showed that **less than 1 in 3** bike accidents were the fault of the cyclist.

Pedestrian safety

If more people were to cycle, the risks to pedestrians would be greatly reduced.

1. In 1976, **1399** People were killed in the UK in car/pedestrian accidents, but only **9** in cycle/pedestrian accidents.
2. Pedestrians and cyclists can mix happily where a scheme is well thought out. A survey on the cycle/pedestrian paths in Hyde Park in London showed that **90%** of pedestrians said they were not inconvenienced. In Peterborough, cycle/pedestrian ways have been welcomed by both, and have cut the number of bike accidents in the city.

ENVIRONMENTAL FACTS

- The amount of energy (in the form of petrol) used to carry 1 person **1 mile** in a half-full car would (in the form of food) take you more than **25 miles** by bike. And food, unlike petrol, is a renewable energy resource.
- If you count the time spent earning money to buy and run a car as well as the time spent inside it, parking it and looking for it, the average car owner travels at **5 miles an hour!**

THE AMOUNT OF CYCLING

The gradual decline in cycling ended in the early 1970s.

- Between 1970 and 1975 sales of bikes more than doubled.
- The distance travelled by cycles in 1976 had increased 14% from the 1974 low.
- Over 1 in 3 households in the UK have one or more bikes.

BENEFITS OF CYCLING

For the community

- Reduces congestion — bikes take little space, moving or parked.
- Quietness.
- Safety for other travellers — especially for pedestrians.
- Saves energy — bikes take little energy to make or to run.
- Cleanliness — no fumes or exhausts, no lead or carbon monoxide.
- Cheap — locking facilities and cycle tracks are very cheap.

For the individual

- Healthy — but you needn't be an athlete to cycle regularly to work.
- Cheap — cheap to buy and run compared to motor transport.
- Safe — if proper facilities are provided.
- Fast in towns; average speed equal to cars.
- Door-to-door travel: no changing or looking for parking places.
- Friendly — cyclists can say "hello" at traffic lights.
- Maintenance is quick and simple; few tools are needed.

COUNCIL SPENDING

The Lothian Region spends **£7 million** a year on transport capital expenditure, and 2/3 of this goes on new roads. There are special facilities of all kinds for motorists — bridges, parks, motorways. There is something for public transport and even a little for pedestrians. But for cyclists — **NOTHING**.

Recent government advice states: "Local Authorities may find that the scale of costs for an initial network (for cyclists) are **quite small** within the total transport budget". The cost to the community of injuries to cyclists must be remembered. This was estimated to be roughly **£700,000** in the 3 years ending June 1977, for Edinburgh City alone.

MORE INFORMATION

- Edinburgh Cycling Handbook** (local information for cyclists) available from SPOKES
- Richard's Bicycle Book** (Home Bike Maintenance), Pan, R. Ballentine.
- Bicycle Planning Book** (facts and arguments for better cycle planning), FOE.
- SPOKES will provide an **information service to councillors** who take up the case of cyclists — facts, figures, arguments, and experience of other towns, to back up your motions in the Council.