

POLITICIANS WE LIKE!!

Following the Scottish Parliament election the **Cross Party Cycle Group** re-formed. **Mark Ruskell** [Green] is new convener, with vice-conveners **Bristow Muldoon** [Lab] and **Richard Lochhead** [SNP]. Meetings are open to the public. Details: Brian_Curtis@compuserve.com.

Some 15 MSPs [below] signed up for **Bike to Work day** and/or joined the **Bike Breakfast MSP ride** [18.6.03, photo].
Lab: Sarah Boyack, Ken McIntosh, Pauline McNeill, B. Muldoon
Grn: Mark Ballard, Chris Ballance, Robin Harper, Mark Ruskell
SNP: Richard Lochhead, Jim Mather **SSP:** Rosie Kane
LibD: Tavish Scott, Nora Radcliffe **Con:** Brian Monteith



photo: Dave du Feu

For **Car-Free day**, we wrote to all Edinburgh councillors and all Ed/Lothian MPs/MSPs, asking them to sign up to...

"I support Edinburgh's Car-Free Festival on Sep 21 and European Car-Free Day on Sep 22. I would like to see more car-free events by the council and the Scottish Executive."

Those below signed - and most also came to the Festival. If your MSP/councillor isn't here - ask them why not! Many councillors who came were senior - their responsibilities are shown below. Spokes members are marked with *.

Labour: MP Mark Lazarowicz*. MSPs Bristow Muldoon [Transport Ctee convener], Sarah Boyack [Environment Ctee]. Councillors Dougie Kerr* [Older People], Ewan Aitken [Education], Bob Cairns [Environment], Kingsley Thomas [Social Work], Andrew Burns [Transport], Maureen Child [Finance], Ricky Henderson [Leisure], Lawrence Marshall, Gordon Munro, Chris Wigglesworth.

Green MSPs: Mark Ballard, Robin Harper.
SNP MSP: Kenny MacAskill [Transport spokesperson].

LibDem councillor: Jenny Dawe.

In our local area, special kudos to MSPs Sarah Boyack and Bristow Muldoon [Lab] and Mark Ballard [Green] for attending/supporting all three above events!

YOUR LOTHIAN MSPs

Write to your area MSP or any Lothians List (i.e. 2nd vote) MSPs at: Scottish Parliament, Edinburgh EH99 1SP, or email: firstname.secondname.msp@scottish.parliament.uk. For example, Sarah.Boyack.MSP@scottish.parliament.uk.

LABOUR	LIBDEM
Sarah Boyack, Ed Central	Mike Pringle, Ed South
Susan Deacon, Ed East	Margaret Smith, Ed West
Malcolm Chisholm, Ed North	GREEN
Mary Mulligan, Linlithgow	Robin Harper, List
Bristow Muldoon, Livingston	Mark Ballard, List
Rhona Brankin, Midlothian	SNP Fiona Hyslop, List
John Home Robertson, E Lothian	Kenny MacAskill, List
CONSERVATIVE	INDEPENDENT
David McLetchie, Pentlands	Margo MacDonald, List
Lord James Douglas-Hamilton, List	SSP Colin Fox, List

"I'm interested in joining SPOKES. Please send an application form, and recent issues of SPOKES"

Post this to: SPOKES, St.Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.

Please enclose a stamped addressed envelope [9"x4" if possible].

Please enter your name, address, postcode...

ESSENTIAL CONTACTS

Cycle training: 01505.614302 andy.dunn@scottishcycling.co.uk.

Traveline Scotland: rail, bus, ferry info [to include cycle aspects and cyclemap leaflets?] 0870.608.2608 www.traveline.org.uk.

Potholes, glass on cycleroutes, broken lights, etc anywhere in Lothian [including Edinburgh], or Falkirk District: [Use number on nearest lamp-post to report exact location]. Phone 0800.232323; Or see www.edinburgh.gov.uk - transport - Clarence.
Bad glass/dumping [Ed only]: Rapid Response 0808.100.3366
Smoky commercial vehicles: 01506.445216.

Drink-driving, speeding, driving whilst disqualified, and other road crime: Freephone Crimestoppers 0800.555.111.

Emotional/practical victim support: RoadPeace 020.8964.1021

SUSTRANS NEW UK HQ

Sustrans is promised £605,000 Millennium Commission grant to buy a new **UK HQ** if it raises matching donations. Its current (multi-site) premises cost £110,000p.a. in rent. The proposed new building is in central Bristol, on sale at only £1.2m because it has virtually zero car parking - a bargain for Sustrans, who practice what they preach! For more info, or to donate, email ncncentre@sustrans.org.uk.

In Scotland, current major Sustrans campaigns include...

- ☐ Round-the-Forth route - see p3.
- ☐ Great Glen touring route, Inverness - Fort William.
- ☐ West Coast route, Cambeltown - Oban.
- ☐ Active travel project, funded by Scot Exec Health Dept.
- ☐ Publicity for existing routes - see p2 for new leaflets.
- ☐ Improvements to Edinburgh-Borders and -Aberdeen.
- ☐ Greta - Glasgow route 74 completion.

To join, see www.sustrans.org.uk or tel 0117.926.8893.

Stop Press: Use of National Cycle Network rises 18% in 2002, with 43% of bike trips for utility purposes. www.sustrans.org.

NEW SCOTRAIL TRAINS

The Labour/LibDem government partnership agreement says "We will ensure ... cyclists are properly taken into account in future rail and ferry franchises." A new development gives hope that this is more than just words!

Speaking at the Parliamentary Cross-Party Cycle Group [10.9.03], Transport Minister Nicol Stephen said that new rolling stock this and next autumn will have double the bike capacity of existing Class 170 Glasgow-Edinburgh trains. The Scottish Executive is paying for the trains, so has a bigger say than usual in their design. We've been unable to get more details, but if correct this is tremendous unexpected news - previous indications had been similar bike space to the existing. We especially thank members who wrote to MSPs and/or to ScotRail as we had suggested [Spokes 84.85].

CLIMATE CAN'T AFFORD FORD

The average US Ford vehicle now achieves 22.6mpg, with the popular Explorer sports utility vehicle attaining 16mpg. Despite 100 years of 'technical advance' this compares to 25mpg for the original Model-T Ford!! [www.carbusters.org].

SPOKES

Leaflet 86 Late 2003

SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114
<http://www.spokes.org.uk/> [This is a mail address and answerphone - SPOKES is a voluntary organisation with no staff]

BIKE FUNDS THREAT

Despite two welcome government announcements which will assist smaller cycle projects, overall cycle project spending is set to fall drastically in less than two years. The annual Spokes local authority cycle expenditure survey [inside] shows convincingly that larger-scale projects will mostly disappear without urgent government action [see p4]. We suspect that small and medium-scale public transport and integrated schemes are at similar risk.

Government has known about the impending crisis since our 2002 survey. Letters have hinted at new arrangements for such projects - for example, "We hope to announce later this year how the Executive will support local transport projects" [19.6.03] - but nothing has happened.

Fortuitously, new transport Minister Nicol Stephen attended the Scottish Parliament Cross-Party Cycle Group on September 10th, allowing Spokes the chance to make the point forcibly - and Mr Stephen promised to take it up with his department. In his speech to the Group he had already re-stated the "formidable" target to quadruple cycle use by 2012. Encouragingly, he admitted that until recently "cycle projects have been under-resourced and under-promoted," although now we are at "record levels of investment." Please ask Mr Stephen to ensure that these record levels continue - for they are set to fall drastically, as we show.

The types of larger-scale project now underway, but unlikely to be repeated if nothing is done, include...

- ☐ **Argyll & Bute:** long-distance routes from Helensburgh.
- ☐ **Dumfries & Galloway / Borders:** Sustainable-town initiatives with major cycle facilities - Stranraer, Dumfries, Hawick.
- ☐ **Glasgow / Edinburgh / Perth:** 'Quality bus corridors', like Leith-Southside-Bypass, with major integrated cycle elements - advanced stop lines, cycle and bus/cycle lanes

WHAT THEY SAY ABOUT SPOKES

Some comments from letters and emails to Spokes...

- ✧ "Your leaflet is packed full of good stuff" Graeme Cook, Senior Transport Researcher, Scottish Parliament Info Centre.
- ✧ "We've had lots of interest generated by the Spokes mailing - thank you" The Bike Station, Waverley [p7].
- ✧ "All you do is great, particularly giving us names and addresses to write about policies, so our voice is heard in the rarified atmosphere of politics" Spokes member.
- ✧ "The information from Spokesworker and the Spokes leaflet greatly assists our campaigning efforts in the Highlands" Member of Highland Cycle Campaign.



photo: Sustrans
 Stirling's Deputy Provost Margaret Brisley shows her enthusiasm for the Round-the-Forth project - see p3

Inside: Public Meeting p.2 Spokes Maps p.2

and 300+ Sheffield racks [Spokes 85.78]; and the upcoming £1.1m Infirmary and Gyle access networks [Spokes 84].

The situation is due to the government abolishing the **Public Transport Fund**, without proper cognisance of all the consequences. The above schemes are all PTF-funded. If PTF was still in place, councils would soon be hearing which 2004/05 project bids would be supported - but, instead, they have not even been asked to prepare bids. Thus already a year of planning is lost - and actual work will soon wind down as current PTF projects end.

Yet the Executive has a huge **Integrated Transport Fund** - with secret rules. They could issue Guidance inviting council bids for larger cycle, walk and integrated schemes.

Please ask your MSP [see back page] to speak to the Transport Minister - and send us the reply. With the PTF abolished, what will government do to foster larger cycle schemes, integrated bus/cycle schemes, sustainable-town initiatives, etc - like those above. Such projects may cost several £m, with a cycle element of say £0.3m-£3.0m.

FUNDING SMALLER CYCLE SCHEMES & 20MPH

The Cycling, Walking, Safer Streets fund [CWSS] will continue with £8.2m in 04/05 and £8.65m in 05/06, divided between all Scottish Councils [SE 11.9.3 & see p4]. Thanks to Labour/LibDem school-20mph manifesto commitments a new **20mph Fund** has also been created [SE 26.9.3], with £5m in 03/04 and £11m each in 04/05 and 05/06, [p3, 20mph News]. Up to now, 20mph schemes were funded from Councils' own capital or CWSS. The welcome new fund should mean more CWSS money freed up for cycle projects - our survey shows they currently get only 25%.

However, this enhanced funding will still not enable integrated cycle/public-transport and large-scale cycle projects, particularly in smaller and rural authorities.

Help SPOKES, other cyclists, and yourself by writing to your MSP, MP, councillor or the press now and every few months. Ask your MSP / MP to raise your questions with the relevant minister. Remember to send us the results!! For MSP details phone 0845 278 1999. For MPs/councillors phone the Citizens' Advice Bureau (see phonebook).

ABBREVIATIONS USED IN LEAFLET

H The Herald	LTT Local Transport Today
G The Guardian	SE Scottish Exec. press release
SH Sunday Herald	DTLR Dept of Transport UK
TS TRANSform Scotland	STR Scottish Transport Review

FOR YOUR DIARY

Spokes Sunday Rides Meet 10am, Usher Hall, Lothian Rd. Normally 1st Sun each month. Fairly gentle rides, 30-40 miles. Lunch at pub/café, or bring picnic. Showers won't stop us, but real bad weather may cause cancellation. We show the way, help with breakdowns, wait for the less-speedy, and aim for a fantastic time! **You must ensure your bike is in good order, and ride considerately and carefully. You are entirely responsible for your own safety.** Children under 14 or unused to roads must come with an adult.

Dates: Nov 2, Dec 7, Jan 4, Feb 1, Mar 7, Apr 4.

SUNDAY RIDES WEBSITE / EMAIL LIST

There is now a fascinating website www.snowcycle.co.uk, replete with recent ride photos, and an email list for advance details. To get on the list, email stuart@snowcycle.co.uk.

Spokes Cycling Weekends www.bikebus.co.uk 229.6274

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

Events general edinburgh-bicycle.co.uk/resource/whats_on.html

Nov 8 TRANSform Scotland AGM 1.30-5.00, Edinburgh. Speaker [3.45] Cllr Andrew Burns (*).

Nov 19 Socially-just transport TRANSform Scotland Seminar, Edinburgh City Council Chambers, 5.45 for 6. (*)

SPOKES PUBLIC MEETING COUNCIL ACTION TO INCREASE BIKE USE

Matthew Simpson Edinburgh Council Cycle Officer...
Cycle Access to the New Infirmary and to the Gyle
[the £1.1m Public Transport Fund project revealed in Spokes 84]

Graeme Malcolm West Lothian Cycle Officer...
Safe Routes to School - Innovations in West Lothian
[West Lothian is among the leading Scottish Councils on SRS].

When: Thurs 20 Nov, 7.30 [6.45 for coffee, stall, chat]
Where: Royal Over-Seas League, 100 Princes Street.

Nov 27 FOE Edinburgh public mtg Friends Meeting House, Victoria Terrace, 7.30pm. 466.8329 www.foe-edinburgh.org.uk

Dec 1 M74 Public Inquiry Inquiry begins, Glasgow. (*)

Dec 6 Santa's Bike Sale 1-4pm Bike Station [contacts - p7].

Dec 18 FOE Scotland 25th Birthday Night 7.00-1.00. Meal, speaker, ceilidh, disco. 554.9977 www.foe-scotland.org.uk.

*More info... www.transformatScotland.org.uk 0131.467.7714.

SPOKES MAPS: East Lothian

"The East Lothian Cycle Map is absolutely brilliant. It's the best map of East Lothian I have ever encountered - even if I didn't cycle it would be an essential possession."

This, from a Haddington resident, is just one of the many embarrassingly wonderful compliments heaped on our new map! The Council too, is delighted with it, as a local guide and as publicity for the area - let's hope they now increase their cycle budget as a tangible contribution to bike use!! Spokes maps are £4.95 at bike/book shops, or £5 by post. Special - £15 for all 4 maps [Edinb and E, W & Midlothian].

NB - Spokes maps may not be copied without permission. Please email timsmith@ednet.co.uk if you see this done.

SPOKES LEAFLET INFORMATION

Editor: Dave du Feu Printer: Barr Printers Print run: 11,300
Copyright details: SPOKES may be quoted freely, if we are acknowledged and our address given.

PUBLICATIONS & WEBSITES

All publications listed are free unless otherwise stated...

GETTING ABOUT

☞ **Spokes Maps** - see article below.

☞ **Sustrans route leaflets** Free, but if possible join or donate - Sustrans is a charity. 624.7660 scotland@sustrans.org.uk.

- ★ Lochwinnoch Loop Line [Paisley-Kilbirnie]
- ★ Paisley & Clyde [Paisley-Gourock]
- ★ Hillend Loch [Bathgate-Airdrie]
- ★ Clyde & Loch Lomond [Glasgow - Loch Lomond]

☞ **Cycle Ayrshire** - free rides booklet, but rail stations not shown, despite good services. Send SAE [size CS, 46p stamp] to Drew Moyes, 24 New Bridge St, Ayr KA7 1JX.

☞ **Kilmarnock town cycle routes** 01563.576310.

☞ **Irvine/Kilwinning Town Trail** 01294.551776.

☞ **Dundee-Perth cycleroute** [part of NCN 77] 01738.476522

☞ **www.one-ticket.co.uk** - combined day or season bus/rail tickets for areas within S.E.Scotland - a well kept secret!

☞ **Traveline** - great public transport info -p8 'essential contacts'

GENERAL CYCLING INFO

☞ **www.edinburgh-bicycle.co.uk/resource/inspiration.html**
Cornucopia of cycling inspiration, interest and madness!

☞ **uk.geocities.com/mikstar123/films** Cycling films.

☞ **UK National Cycle Archive of books, leaflets, papers**
Search www.warwick.ac.uk/library for live material [eg Spokes] and www.warwick.ac.uk/services/library/mrc/ead/328umb.htm for archival. Eventually the two areas will be linked. Much of the material is only on paper, not electronic.

CAMPAIGNING

☞ **www.cyclenetwork.org.uk** UK Cycle Campaign Network.

☞ **citydev-portal.edinburgh.gov.uk** Planning applications to Edinburgh City Council can be inspected online here.

☞ **Healthy Travel** newsletter - travel plan initiatives within the health service. Info: activetravel@sustrans.org.uk.

☞ **Safe Routes to School** newsletter for schools & parents. Both above newsletters free at/from www.sustrans.org.uk.

GOVERNMENT AND OFFICIAL PUBLICATIONS

☞ **www.scotland.gov.uk/climatechange** Scottish Executive Climate Change Team newsletter. Ortel 0131.244.1520.

☞ **'Redefining Prosperity'** UK Sustainable Development Commission report criticising use of GDP to measure 'progress'. Download at www.sd-commission.gov.uk/pubs/rp/.

☞ **Traffic Advisory Leaflets** government advice notes from neil.weston@scotland.gsi.gov.uk 0131.244.0847.

4/03 **Cycling Bibliography** - govt cycling publications
5/03 **Walk.ng Bibliography** - govt walking publications
ITS6/03 **Access Control** - ways of keeping traffic out

☞ **www.nationalcyclingstrategy.org.uk** [mainly England].

☞ **Cycling & Health** - at above site. Excellent fact-packed, but the new helmets-always diktat [spokesworker 20.5.3] makes cycling look dangerous/hassly in some pictures.

BIKE LEAFLETING

We are very grateful to members who distribute Spokes at work. But when leafleting bikes please don't put Spokes in the spokes - a good location is between cables and frame.

SPOKES MEMBERSHIP RENEWAL

Please return your 2003 renewal form if not yet done. If you can't remember if you've renewed, please don't ask - everyone gets a renewal form in late February. You won't miss anything.

SPOKES INTERNAL

DONATIONS

Spokes thanks members for kind annual donations. These keep us running without wasting valuable volunteer time fund-raising, and let us help others promoting cycle use. Recently we gave £150 to kick-start **Waverley Cyclists' Noticeboard** [see 'Bike Station'] and £200 for Ugandan **Justin Ojambo** to speak at Paris VeloCity about his rural women's bike transport and bike ambulance projects*. Please send us ideas for future possible donations/projects. *See www.ibike.org for bike development initiatives worldwide

HARRY HENNIKER'S BIKEBUS

Harry is to end BikeBus commercial operation, but will keep the bus for Spokes cycle weekends, on a named-driver basis. Many thanks to Harry for his original idea and for keeping BikeBus weekends. www.bikebus.co.uk 229.6274.

COMPETITIONS

Our 2003 summer stalls set out to tax your intellectual skills, and we uncovered several previously unsung poets. Judging was by the united wit of Spokes Resources Group.

Top T-shirt slogan was by **Aileen Brown...**

BURN CALORIES NOT OIL

and second **Peter Hawkins** with several fine ideas...

THE JAM BUSTER

CARELESS and CAREFREE

NAE CAR, NAE HASSLE!

Top Limerick winner was **Katherine Wake...**

*A cyclist, pedalling hard
found he lost much unseemly lard.*

Thighs, buttocks and belly

stopped wobbling like jelly -

now he looks like a hunky lifeguard!

Second **Matthew Simpson**, Edinburgh's Cycle Officer...

Oh! to be out on a bike,

on a tandem, recumbent or trike.

I'd be able to cut

the size of this gut

and be able to eat what I like.

Third **Angela James**, on the pure delight of using a bike...

Tandem, recumbent or trike -

all methods of travel I like.

The fresh open air,

the wind in my hair.

Nothing beats travelling by bike.

EDINBURGH UNIVERSITY

A huge local employer, not to mention student numbers, the university is moving - slowly - on sustainable transport. A decade after the Principal's Environmental Initiative and three years after adopting a travel policy, 600 Sheffield racks have been installed [swipe-card security at some], interest-free loans provided for bike purchase and annual season tickets, a car-share web-scheme set up, and a travel manager appointed. There is a BUG [bike users' group] at KB site, and others planned at Central and Holyrood.

However, Spokes members report horrendous parking problems at Holyrood, the Infirmary, and elsewhere. Insufficient Infirmary bike space is inexcusable - indeed the numbers given scope for a Dutch-type staffed bike centre where you can store, hire and pay for servicing. How well the university would do in a **Research Assessment Exercise** on speed or excellence of delivery is doubtful!

Info/Comments on any of the above [& copy to Spokes]... Mark.James@ed.ac.uk, university Travel Plan Assistant.

THE BIKE STATION

Waverley Bike Station [BS] is a marvellous addition to city cycling publicity and opportunities [Spokes 84], with its central presence, opportunities for learning bike DIY, its re-use of old bikes, and taking bikes and cycle training out to communities of all types. The very positive attitude of **Network Rail** and the other rail companies at Waverley is also really encouraging for the future of more integrated bike/rail at Waverley and on Scottish railways.

☞ A **Cyclists Display Board** is now on Platform 11 [at the Sheffield racks], thanks to the BS, Spokes, Edinburgh Council, SCDP, Network Rail and First Engineering. Featuring an Edinburgh Cycle Map, it is heavily used by the public [mainly non-cyclists!] - fantastic publicity for Spokes and for bike use in the city and the Lothians.

☞ As well as bike-DIY drop-in sessions, the BS puts on **courses** in maintenance and other aspects of bike use.

☞ If you need a **cheap bike** you can buy from BS one that needs fixing, then fix it there yourself, or you may be able to earn a renewed one by becoming a BS volunteer.

☞ The BS needs **new sources of funds** for projects and to support their many running costs. If you know of relevant company sponsorships, grant opportunities, etc, please get in touch with Grace Nicol, BS organiser.



Open... Mondays 10-1; Tuesdays 1-8; Saturdays 1-4.
Contacts... 0131.558.1682 www.thebikestation.org.uk.

'CYCLING SCOTLAND'

The Scottish Executive is to core-fund, at £300K in the first full year, a new body **Cycling Scotland** "to encourage cycling as an acceptable, attractive lifestyle option" [SE 13.8.03], promoting "the transport, environment, health and sporting benefits." It is "tasked with assisting delivery" of the target to quadruple cycle use [Minister, 10.9.3]. Chief Executive **Erl Wilkie** is former Glasgow Cycle Officer, Velo-City organiser, and author of many bike route guides.

Its staff will specialise in transport, health, education, etc, and will also cover different geographical areas. A vital task will be to work with councils - our research [Spokes 85] shows that councils who put significant money and effort into cycle policy are more successful in raising cycle use - but also that many councils don't make a serious effort.

Whilst Spokes very much supports the new body, our own campaigning activities will continue unabated. We are wary that the Executive could use CS as an excuse to do less themselves. In our view the Executive has ultimate responsibility to achieve the target to quadruple cycle use by 2012 [Spokes 84]. We will also maintain our concern for cycle use as part of a health-aware and environment-aware sustainable transport policy rather than as sport.

SPOKES 8th ANNUAL COUNCIL CYCLE FUNDING SURVEY

For an 8th year Spokes surveyed all Scottish mainland councils on cycling/SRS, including 03/04 capital budgets and 02/03 expenditure. Only 4 councils did not reply: E.Ayrshire, N.Lanarkshire, Renfrewshire & Stirling.

Note: See opposite page for meanings of abbreviations.

HIGHLIGHTS FROM THE RESULTS

Councils' Own Transport Capital

- Thanks to the increased government CWSS allocation [p1] council cycling/SRS budgets are rising [col g].
- But the level of increase is disappointing [col p] given the rise in overall transport budgets [col b].
- The rise is entirely due to the doubling of CWSS [p1] - councils' own capital cycle budgets are falling [col c].

External Funding Raised by Councils

- There are big SE allocations for cycle or part-cycle projects via successful PTF bids [col i]. This remains easily the biggest single source of cycle project funding!
- Other external funds are still declining [col j].

The Overall Picture, and the Future

- More councils are spending on cycle projects, but...
- There is huge variation between councils.
- Overall cycle project expenditure, internal + external, is at a peak, but is set to decline drastically [p1, p4].

CWSS - CYCLING, WALKING, SAFER STREETS

The Executive allocated £3m in 01/02, rising to £8.65m by 05/06, to promote spending in these areas. With CWSS at £8m in 03/04, cycling is at last gaining - never before have cycle/SRS budgets topped 4% of transport capital [incl CWSS but excl external]. Even so, the impact on cycle projects is much less than hoped [Spokes 80,83] because...

- Councils are free how to divide up CWSS money. Our results suggest cycling & SRS each only get ~25%. Most of the rest goes to general traffic calming and to walking - even some 1-way streets, which deter cycling!
- Instead of adding CWSS money to existing cycle/SRS budgets, many councils continue to cut these budgets. Thus while CWSS cycle budgets rose 773K [col d] councils' own capital cycle budgets fell 288K [col c]. Some councils (eg Aberdeenshire) are fully lucid in how the two sources are used; but in others CWSS money is hard to untangle and can hide a drop in own-spending.

WHAT CYCLE OFFICERS SAY IS NEEDED

We asked cycle officers how SE cycle project support should develop, given PTF abolition and increased CWSS levels. Of 14 who commented, the main points were...

- CWSS scheme excellent - propels many councils who wouldn't otherwise take on cycle projects to do so. Note: Our surveys suggest CWSS at £8m is starting to achieve this, but was much less successful previously [Spokes 83].
- CWSS doesn't enable larger projects - needs additional scheme, maybe bid-based to ensure quality. Spokes note: this corroborates the theme of our lead article [p1].
- CWSS needs tighter ring-fencing/auditing to ensure some/enough is actually used for cycle projects.
- Higher funding levels essential to meet 2012 target.
- Population-based CWSS unfair to rural & small councils. Spokes note: there is convincing evidence that rural areas need further support/attention [Spokes 85].
- Early funding announcements vital, to allow planning.

INDIVIDUAL COUNCILS

This is the first year in which every council has SRS and/or cycling projects; and 15 of the 25 councils are over average on one of our main indicators [cols p,q]. Top financially are Dumfries & Galloway, E.Dunbartonshire, Moray and Midlothian [though its big PTF allocation is a long-delayed, controversial scheme]. D&G is overall first as it also has significant cycle staff, uses them to raise sizeable external funds, and has adopted the national target - particularly taxing for a rural council [Spokes 85].

COUNCIL UNDERSPENDING

Like last year [Spokes 83], PTF and other external cycle funds [cols j,k] are more prone to underspend than internal budgets [col c-g]. A likely explanation is that internal cycle schemes tend to be smaller and on council land, whereas PTF ones may include major routes and private land.

TARGETS / AUDITS / STAFFING

There is no improvement on 02/03, with less than 50% of Scottish councils adopting the government cycle use target.

As spotlighted before [Spokes 80,83] councils with good cycle staffing are much the most successful in raising external [non-PTF] cycle project funds ...

£ external raised by council	0k	1k-49k	50k-300k
FTE cycle staff (average)	0.3	0.7	1.2

MASSIVE FUNDING THREAT

Our survey again hammers home the message of the last two years [Spokes 80,83] that cycle project funding is set to fall massively in a year or so - probably by 50% - as a result of abolition of the Public Transport Fund.

The Minister boasts of "record levels of investment" in cycle projects [speech 10.9.03]. This is true right now - but current policy means a calamitous decline thereafter. The reasons are clear from the table below, extracted from our annual surveys. We urge concerned readers to look at our page 1 article and ask their MSP to speak to the Minister.

SCOTTISH LOCAL AUTHORITY

CYCLE PROJECT CAPITAL EXPENDITURE [£m]

	actual		budget	Spokes prediction	
Source	01/02	02/03	03/04	04/05	future#
Cycle bgt	1.5	1.0	0.8	0.6	0.6
Cycle CWSS	0.2	0.8	1.6	2.0	2.0
PTF	1.8	2.0[3.2]*	5.9*	4.0	zero#
Other ext	1.5	0.7[1.1]	0.7	0.6	0.6
TOTAL	5.0	4.5*	9.0*	7.2	3.2

EXPLANATION AND COMMENT FOR THE TABLE

Cycle budgets from council own capital [col c of main table] are declining, being substituted by CWSS allocations.

CWSS cycle money is about 25% of total CWSS, which in 03/04 reaches a plateau of £8m+. However the proportion going to cycle projects may rise somewhat as the new 20mph fund [p1] may free more CWSS money for cycling.

PTF allocations run out soon, and no more is available.

Other external funds have waned with Millennium and Lottery fever. Loss of PTF-matching may mean more falls.

* There was a massive carry-forward of 02/03 PTF budgets (and, less so, of 'Other external') to 03/04 [see Underspensing above]. Budgeted figures significantly different from actual are shown, using []. Otherwise the 02/03, 03/04, 04/05 totals would have given a smoother trend - but still peaking in 03/04.

There may be residual PTF spending in 05/06 but not after.

a. Council [mainland only] [Bold italic if over average on either indicator; bold if on both]	b. total internal transport capital 03/04 inc CWSS	03/04 transport capital budget (£k) including relevant CWSS but excluding additional/external/other-department					03/04 external/additional/other- department cycle funds (£k)				03/04 indicators		Target set?	%FTE bike staff	Bike audit?
		c.cycle bgt- own #	d.cycle bgt- CWSS	e.SRS bgt- own	f.SRS bgt- CWSS	g.tot [c+d+ e+f]	h.as g 02/03 actual	i.PTF proj- ects	j. other extern	k. total [i+j]	n.as k 02/03 actual	p.col g as % of col b	q. pence /head		
Aberdeen	2815	0	0	0	0	0	6	575	0	575	320	0.0%	275	c	0
Aberdeenshire	6638	39	73	50	140	302	216	0	30	30	30	4.5%	146	c	0
Angus	7446	45	130	20	0	195	225	0+	0	0+	46	2.6%	181+	a	25
Argyll & Bute	9157	0	21	0	10	31	14	275u	0	275u	0	0.3%	336u	N	~12
Clackmannan	996	0+	0	0	60	60+	30+	0	0	0	0	6.0%+	125+	N	0
D & G	3471	0	260	184	0	444	134	1324u	274	1598u	500	12.8%	1389u	a	150
Dundee	2138	0	40	0+	0	40+	55	0	0	0	75	1.9%+	28+	a	0
E Dunbarton	1425	21	128	241	0	390	156	650	0	650	0	27.4%	972	N	0
E Lothian	2148	10	0	0	375	47?	26?	20	0	20	0	2.2%?	74?	N	<5
E Renfrewshire	2471	0	30	0	15	45	32	0	0	0	38	1.8%	50	a	20
Edinburgh	19139	73	150	81	90	394	373	250?	65	315	200	2.1%	158	b	240
Falkirk	4056!	50!	575	200!	575	364?	320!	0	33!	33?	33	9.0%?	272?	a	20
Fife	5969	65	80	227	300	672	297	80	0	80	30	11.3%	214	a	50
Glasgow	15594	150	246	207	240	843	636	440!	0+	440?	440!	5.4%	222?*	a	360
Highland	8349	70	755	0	755	220?	220!	0	115	115	0	2.6%?	161?	a	65
Inverclyde	1336	55	35	0	40	130	51	0	0	0	0	9.7%+	155	N	10
Midlothian	903	0	64	10	70	144	64!	850u	0	850u	0	15.9%	1227u	N	5
Moray	1830	0	45	0	49	94	44	365	160	525	0	5.1%	712	N	?
N Ayrshire	2417	0	80	0	0	80	10	0	0	0	0	3.3%	59	N	0
Perth/Kinross	5624	14	0!	80	70!	164?	168!	578	33	611	147	2.9%?	574?	a	100
Scottish Bord	3271	0	48	0	65	113	65	347	0+	347+	203	3.5%	430+	c	6
S Ayrshire	4478!	0	8	0	0	8	10	50	0	50	100	0.2%?	52	c	30
S Lanarkshire	4414	17	45	0	100	162	349	10	0	10	5	3.7%	57	N	0
W Dunbarton	1721!	0	0	0	151	151	87	0	0	0	112!	8.8%?	162	N	0
W Lothian	3207	168	25	59	55	307	708	70	36	106	427	9.6%	258	a	10
Totals/averages excluding E Ayrshire, N Lanarkshire, Renfrew, Stirling - no reply by print deadline															
02/03 Actual	121013	777	1640	1359	1624	5400	4296	5884	746	6630	2706	4.5%	280		
02/03 Budget	100711	1046	844	1314	1092	4296	n/a	1980	726	2706	n/a	4.3%	163		
	112149	1065	867	1400	861	4193	n/a	3228	1081	4309	n/a	3.7%	198		

READING THE TABLE

[abbreviations - see opposite]

The most important columns are cols p, k and q.

Col p: the percentage of the council's own 2003/04 roads/transport capital budget (including the government CWSS allocation) which it budgets for cycling and SRS.

Col k: what the council has itself raised for cycling/SRS [£k] from all sources other than its transport budget. e.g. from Sustrans, PTF, European Regional Development Fund, Local Enterprise Company, council recreation/education dept.

Col q: total per head of population [in pence] to be spent on cycling/SRS from all sources internal [col g] & external [col k].

Col b: Excludes ring-fenced external/additional resources such as PTF allocations, but includes CWSS - see note above.

Cols c,d: Cycle budgets from the council's own overall capital roads/transport budget (c) and from the CWSS allocation (d).

Cols e,f: Ditto for SRS - internal (e) and CWSS (f) budgets.

Column i: Cycle element of successful PTF bids

Column j: Other external - Lottery/Sustrans/Europe/developer

Targets column:

- a government target adopted [quadruple use by 2012]
- b more stringent target than government target
- c other target set by council
- N no target

Audit column:

- a Formal cycle audit as in SE Cycling by Design or NCS
- b Road safety audit includes cycling
- c Ad-hoc / informal cycle audit
- d Cycle audit/check for planning applications
- e Other

SPECIAL NOTES for the 2003/2004 table above

Many councils use the government CWSS allocation interchangeably with their internal cycling/SRS budgets. So we add the entire CWSS allocation into col b, we show CWSS expenditure on cycling/SRS [in cols d,f] and we include it in totals and percentages [cols g,h,p,q].

Totals and %'s above are not exactly comparable with previous years, because of differing non-respondents.

When a council can't extricate a figure I have estimated and footnoted [! \$], often in discussion with the cycle officer. This is nearer the truth than a blank/zero entry. If an estimate is impossible, footnote + is used [below].

Abbreviations:

- NCS UK Government National Cycling Strategy
- SRS Safer Routes to School
- SE Scottish Executive [i.e. the Scottish government]
- PTF SE Public Transport Fund [now abolished]
- CWSS SE Cycle, Walk, Safer Streets allocation, 01/02 on.

Footnotes:

- + Plus unknown sum(s) - e.g. unquantifiable or not yet known
- ! Unknown - used data from previous or subsequent year or survey, in whole or in part, to estimate this figure
- \$ Unknown CWSS split - used Scottish averages: 27% to cycle projects, 28% to SRS [based on Spokes 2002 survey]
- ? Uncertain figure, for reasons in earlier footnote
- # Includes cycle schemes from other transport dept budgets, not counting external/additional funding [cols i-j]
- t Integral to bus corridor [e.g. lanes/ASLs] - say 10% cycle [my guesstimate - respondent not able to disentangle]
- u Some/all brought forward - e.g. land negotiation problem

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IT PAYS TO CYCLE!!

As if fun and health weren't enough, more and
more people are being paid to cycle!

Norway is look at bike-commuter tax cuts and
vat-free bike purchase [CCN News 3.03]. Shoppers by
bike in 80 Belgian towns get free prize-draw entry
[CCN 5.03]. Pfizer in Kent pays bike, foot and bus
commuters £2 a day [Transport 2000]. And Waitrose,
Petersfield, gives you 50p to not use a car-space
[E.Hants Cyclist 5.02]. Please tell us anything closer!!



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JOHN ANDERSON - SCOTTISH TEAM MANAGER
EMMA GUN - BRITISH MOUNTAIN BIKE CHAMPION

EDINBURGH COUNCIL

We are short of space, but some really vital issues are below. Contact your local councillor and/or transport boss Cllr Andrew Burns on those that concern you [City Chambers, High St, EH1 1YJ Andrew.Burns@edinburgh.gov.uk]. More local news in Spokesworker [sent to members only].

PRINCES STREET CYCLE LANES

Despite fears to the contrary we have an absolute pledge [letter 9.9.3] of cycle lanes both ways, advanced stop lines, etc, once cars are banned in 2005. The next fight will be to maintain and enhance this provision in the plans for trams! Year 2005 will also see the National Cycle Route's central Edinburgh link, a high quality route via George Street.

INVESTING IN TRAVEL IMPROVEMENTS

The tortuous path to Edinburgh's big transport initiative, huge investment in public transport, walking and cycling, plus congestion charges, grinds slowly on. Two consultations favoured the scheme, but government cowardice has forced on the city an even more extensive referendum.

The local press, SNP, Conservatives and LibDems [despite their national policy] are gearing up to defeat the proposals, leaving the city on track for 25% traffic growth and 50% more time lost through congestion in 10 years.

Critics concentrate on the charges [a mere £2 per car per day, compared to £5+ per person to visit the city by rail], and often disregard both the benefits and the question of how else to deal with relentless traffic growth.

An excellent Council leaflet, outlining the entire project - charging and investment - is this autumn going to every house in south-east Scotland. If you are missed, contact 0800.328.3924 or www.itttime.com. Then, please help...

* reply to the consultation. Ask the council to speed things up; suggest major cycle projects you want funded

* talk to friends and colleagues about the scheme

* reply to letters and press articles which distort the plans.

Meanwhile new data for London's congestion charging zone shows cycling up 30% from May 2002 to 2003 [Transport for London data in 'Arisie, Sir Kenneth Livingstone', www.bikebiz.co.uk, News, 2 Oct. Also shows cars down 30%].

COUNCIL CYCLE BUDGET

The council cycle budget was threatened with £50K cuts to help fund overspending elsewhere. We thank members who contacted the Council after our notification [Spokesworker 3.8.3]. Transport supremo Cllr Andrew Burns persuaded colleagues to find the money elsewhere.

Despite this, Edinburgh's cycle project expenditure is now below Scottish average [per head and as a budget %] [p5]. The many cycle facilities have been built up through more consistent spending over the years than any other council; and the concentrated population makes a little go further than in rural areas. But up to 1998 Edinburgh exceeded the Scottish average - imagine the difference if it still did!

CYCLE POLICY NOT TAKEN SERIOUSLY???

Whilst the Council has many excellent policies, notably its cycle use targets, it is a major fight to get cycle policy and potential taken seriously - even by parts of the council. In S.Edinburgh 5% of journeys to work are already by bike [Census 2001], yet a tie briefing for a Parliamentary debate on S. Edinburgh transport hardly mentioned cycling. Perhaps as a result, only one MSP, Sarah Boyack [Lab], talked of the need for more cycle projects. Trams, rail, bus

and car dominated debate - and walking fared even worse though it accounts for 27% of work journeys. Only Sarah Boyack and Mark Ballard [Green] seriously touched on neighbourhood area planning/transport/accessibility policy, so local shops, schools and workplaces, reached by foot power, are really attractive options. If this received 10% of the effort and funds going into big sexy transport we might see the 'need' for many longer trips suddenly vanish!

ROUND-FORTH ROUTE

This 160km route, long sought by Spokes [Spokes 66.68.70, 84] would provide 2-day trips from Edinburgh [overnight in Stirling] or day-trips via many nearby rail stations, attract overseas cyclists via Superfast ferry, and form part of Edinburgh-Callander National Network route 76. Historic towns and sites round the Forth would gain new and pollution-free visitors needing under 1m² parking space!

The idea is now a major Sustrans campaign, highlighted by a hugely successful June 28/29 Trailblazing Ride [p1 photo]. Amongst the 40 cyclists were two MSPs, the Green Marks - Ballard and Ruskell. Transport officers of Fife Council also turned up to discuss the scheme.

Thanks to Falkirk Council work is already underway on one vital missing link, Carriden-Boness [Linlithgow J29.8.3].

The Scottish Executive is to substantially upgrade routes at the new Kincardine Upper Forth river crossing.

For how you can support the Round the Forth project, contact: scotland@sustrans.org.uk 0131.624.7660.

20MPH NEWS

After our 20mph pioneers article [Spokes 85] Cllr Barry McCulloch tells us N.Lanarkshire Council has advisory 20mph zones in virtually all residential areas. It is thought they helped cut road casualties 18% last year [H 27.9.03], though signs alone are not usually very effective.

Meanwhile Hull City Council has cut cycle casualties by 45% through widespread 20mph zones, and by 49% on other roads through cycle lanes and advanced stop lines, since the mid-1990s. Although 12% of commuting is by bike already, numbers are rising further [LTT 15.5.3].

A pedestrian's chance of survival if hit by a car...

15% at 40mph ... 55% at 30mph ... 95% at 20mph

[Killing Speed and Saving Lives, DETR 1992]

A major step towards Labour's Manifesto commitment of 20mph zones at all Scottish schools [Spokes 85] has been taken with £27m allocated to councils for this and related purposes [SE 26.9.3, 8.10.3]. However, the announcement stressed council discretion, so we the public must ensure the promise of all schools is not forgotten! In London, Ken Livingstone's next manifesto will promise 20mph limits in all residential areas - 90% of all streets - expected to cut serious child casualties by 70% [LTT 29.5.3].

Quite apart from the pain and horror of actual road injury, children lose out on carefree, healthy lifestyles, through traffic danger [SH 21.9.3]. Some 40% of Scottish children feel scared of traffic when walking, 60% know someone killed or seriously injured by a car, and 25% have plucked up the courage to tell an adult to drive slower. Transport psychology professor Steve Stradling reveals that road crash involvement is the top reason for going to counselling and the top UK cause of post-traumatic stress.