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### TAVISH TRAUMA

Heedless of public health and the environment, Scottish cycle project spending has passed its peak and is falling sharply - as Spokes has long foretold. And new LibDem transport minister Tavish Scott [picture] has worsened it. From £11.9m\* in 04/05 it drops to £10.9m this year and in 06/07 heads towards £8m, 30% down on last year.

[\*These 3 figures are all slight underestimates - explained in page 4 table - but the overall picture of decline is abundantly clear.]

Until recently, by far the biggest source of cycle project funds was the now defunct Public Transport Fund [p4, table]. It had been utterly clear from the figures that cycle projects would suffer badly if the Scottish Executive did nothing to counter the effects of ending the PTF [Spokes 86, 89, 91].



But just in case the Executive was looking elsewhere Spokes has since 2003 highlighted the impending disaster many times in letters to ministers and sympathetic MSPs. Under former transport minister Nicol Stephen Sustrans project-funding looked set to make up the difference - but, quite inexplicably, that has now been drastically slashed by new minister Tavish Scott [see p8 'Sustrans Shock'].

Ministers trumpet the CWSS scheme [Cycling, Walking, Safer Streets] and their support to Cycling Scotland. But only a minority of CWSS money goes to cycle projects, and while Cycling Scotland does great work [e.g. training and council audits] it is surely not there as a Ministerial figleaf.

### QUALITY ROUTES

Spokes is delighted to reveal that Edinburgh Council, in liaison with nearby councils, is drawing up proposals for 'Quality Cycle Corridors' between Edinburgh and surrounding areas, for commuting as well as leisure. This follows a major Spokes campaign, due to complaints from Fife, Lothians, and Edinburgh cyclists [eg Spokes 91].

Our campaign had two prongs. First, a real concern by cyclists using corridors such as the A90, A8, A71, and Edinburgh-Midlothian. We thank everyone who contacted councillors about these routes - "appalling indictment" [existing A8 path], "completely inadequate cyclist route" [A90], "horribly busy main road" [A71], "I take death into my hands" [Midlothian], etc, etc. Such letters help build understanding amongst politicians of the project importance.

Second we alerted Council leader Donald Anderson to the impact of the end of the Public Transport Fund [see main article] - halting further big cycling projects, most of which had been PTF-funded in Edinburgh as elsewhere. ctd p8

### TRANSPORT CASH UP - CYCLE CASH DOWN

The cycle spending decay comes against the backdrop of a hugely rising total Scottish transport budget. Yet cycling - already a minuscule 1% - is now set to plunge far lower.

Scotland [£million]	03/04	04/05	05/06	06/07
cycle spending [see p4]	10.0	11.9	10.9	[est] 8.3
total transport spend	797.5	883.4	1007.0	1281.4
% for cycling	1.3%	1.4%	1.1%	0.6%

In the light of the public health and environmental problems now facing Britain and the world - let alone the Scottish Executive's own targets to increase cycle use - the decline in cycle spending is truly scandalous.

*"... a culture where fewer short journeys are made by car, where we favour public transport, walking and cycling because they are safe and sustainable ..."*

The 'vision' of the Scottish Executive Transport White Paper *Scotland's Transport Future* - a now discredited vision!

### WHAT NEEDS DONE BY THE SCOTTISH EXEC

- ☛ Increased and timely Sustrans cycle-project funds - the most effective way of implementing large numbers of small/medium cycle projects across Scotland [p8].
- ☛ Government support (~75%) for big cycle projects - say over £1m - open to bids by councils or partnerships. This to include, but not be restricted to, experimental cycling demonstration towns. In England a new 3-year £17m scheme will trial 6 towns going bike-friendly.

*Please contact your MSP. Ask them to give Tavish Scott a really hard time!! - and to push for our two proposals. If you're a LibDem supporter, ask Mr Scott what message his actions are giving about LD environmental concern.*

### Inside Spokes 93 ...

- p4/5 Spokes 10<sup>th</sup> annual cycle project spending survey
- p7 Local news - paths, projects, and policies
- p3 Coloured cycle lanes - the views of the masses!!



photo: Dave du Feu

*"When I began cycling I was extremely nervous using the roads. I doubt I would have found the confidence without the strong message of the coloured cycle lanes"* Ruth Durie see p3

*Help SPOKES, other cyclists, and yourself by writing to your MSP, MP, councillor and the press every so often. See back page for contacts. Ask your MSP / MP to raise your questions with the relevant minister. Send us the results!!*

## ABBREVIATIONS USED IN BULLETIN

<b>H</b> The Herald	<b>LTT</b> Local Transport Today
<b>G</b> The Guardian	<b>SE</b> Scottish Executive
<b>SH</b> Sunday Herald	<b>DTLR</b> Dept of Transport UK
<b>TS</b> TRANSform Scotland	<b>STR</b> Scottish Transport Review

## FOR YOUR DIARY

**ON ALL RIDES: Please ride considerably and carefully. And you are entirely responsible for your own safety.**

**Spokes Sunday Rides** [www.snowcycle.co.uk](http://www.snowcycle.co.uk) Usually 1st Sun of month, 30-40 miles. Meet 10am, Usher Hall. Lunch at pub/café, or bring picnic. We show the way, help with breakdowns, and wait for the less-speedy. Your bike *must* be in good order. If under 14 you *must* come with an adult. *More info:* [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk) 445.7073.

*Dates:* Mar 5, Apr 2, May 7, Jun 4, Jul 2.

**Weekends away** Occasional weekends may be organised by individuals. [Paul.McGuire@ed.ac.uk](mailto:Paul.McGuire@ed.ac.uk), [Stuart@snowcycle.co.uk](mailto:Stuart@snowcycle.co.uk)

**Easy Rides** Usually 15-20 miles on paths & quiet roads, some Saturdays 10-3. Mike Lewis 343.2520.

**V. Easy Rides** Usually 5-15 miles, paths, quiet roads. 10am last Sun of month [www.trycyclinginedinburgh.org.uk](http://www.trycyclinginedinburgh.org.uk) 558.2647

**Go-Bike!** Strathclyde Cycle Campaign rides. 1st Sunday + some others. [www.gobike.org](http://www.gobike.org) 07932.460093 [info@gobike.org](mailto:info@gobike.org).

**Events general** [edinburgh-bicycle.co.uk/resource/whats\\_on/html](http://edinburgh-bicycle.co.uk/resource/whats_on/html)

*Mar 14 Transport in the Scottish Parliament* Sarah Boyack MSP [more on SB - Spokes 92 p7] Capital Rail Action Group open meeting, City Chambers, 7.30 [coffee 7pm].

*Apr 4 Choosing Cycling – Choosing Health* Nottingham Uni conference, by Hugh McClintock. Academic speakers on public health and cycling. *Details:* 0115.951 4875 [www.nottingham.ac.uk/sbe/confer/cycling/CycHeaConfbroch0406.htm](http://www.nottingham.ac.uk/sbe/confer/cycling/CycHeaConfbroch0406.htm).

*Apr 10-11 Cycling and Society* academic symposium, Chester Uni. No fee?? [Peter.Cox@chester.ac.uk](mailto:Peter.Cox@chester.ac.uk).

*Apr 11 National Transport Agency* Bill Reeve, a senior officer of this new Scot Exec agency. CRAG mtg, as Mar 14.

*May 5 Transport and health relative to Glasgow urban motorway* Transport Research Inst. seminar, Napier Uni, Craiglock Campus. Free, but book: [tri@napier.ac.uk](mailto:tri@napier.ac.uk) 455.3200

*May 14-15 Newhailes Environ't Fair* Sun 11-4, Mon 10-2 Newhailes Hse, Musselburgh. [dholt@nts.org.uk](mailto:dholt@nts.org.uk) 653.5595.

*May 22-26 World Carfree Network* skills training week, Tabor, Czech Republic. [www.worldcarfree.net/tabor2006](http://www.worldcarfree.net/tabor2006)

*June 17-25 UK National Bike Week* [www.bikeweek.org.uk](http://www.bikeweek.org.uk)

*June 21 Spokes Bike Breakfast* City Chambers, High St To help or suggest events/stalls: [jackieh@waitrose.com](mailto:jackieh@waitrose.com) 664.0526.

*June 21 Edinburgh Park Breakfast* Mark 661.9763.

*June 23-25 Bike Film Festival* [www.bicyclfilmfestival.info](http://www.bicyclfilmfestival.info).

*Summer (?dates) Ecotopia Biketour 2006* Lithuania-Poland-Slovakia-Hungary-Slovenia-Italy!!! Join in all or any section, or help support the ride at [www.thebiketour.net](http://www.thebiketour.net).

*Aug 27 Pedal for Scotland* Glasgow->Edinburgh mass charity ride More information at [www.pedalforscotland.org](http://www.pedalforscotland.org).

## FIRST SCOTRAIL

We were delighted that, nominated by Spokes, ScotRail won best customer service in the **2005 UK Cycle/Rail awards**. Much more is needed, especially for North routes, but First ScotRail has undoubtedly made great progress [Spokes 92]. **Stop Press:** There was uncertainty about bike space on the North Berwick line, with class 322 trains to be refurbished. We thank local users who wrote to First ScotRail, and are delighted the company is now increasing the number of bike spaces planned to 6 or maybe 9. As well as the commuting need, a Spokes survey some years ago found this the most popular local offpeak leisure bike/rail route - enabling you to use rail in whatever direction is against the wind!

## SPOKES AND PROJECTS

- 🌟 **Spokes submissions** to councils / government are now often placed online - at [www.spokes.org.uk](http://www.spokes.org.uk) - downloads. Recent documents - *Edinburgh Streetscape Manual*, *Parking Strategy*, *Pinch Points letter* [article p8]. Use the ideas you find here to write to your councillor, MSP, etc.
- 🌟 We hope to publish a *'My Favourite Bikeride'* pamphlet based on our 2005 competition. This will probably be free and may be printed in large numbers. *We invite ideas for how best to get it to people who might use it.*
- 🌟 We've cooked up a great idea for our 2006 competition: *'My Favourite Homemade Bike Ride Food.'* We're seeking a good snack or main part of lunch. Full rules in Spokes 94, but get your bibs out and start reflecting now. It's your chance to be flourescent as well as fluorescent!! *We're also needing some pertinent prizes, so if you know a friendly food purveyor or café, please ask them for a voucher. They will of course be fully credited.*
- 🌟 We now send **email circulars** to members about urgent matters; we have addresses for ~60% of members. To avoid nuisance, circulars are occasional, and in plain text (no attachments or html) so won't overflow your mailbox and can't carry a virus. Emails will not replace paper, with its far wider exposure, including 1000s of decision-makers and non-member cyclists, can be read anywhere, leafleted on parked bikes, picked up in shops, etc.
- 🌟 Even if you never go on a **Spokes Sunday Ride**, you'll enjoy Stuart's delightful reports at [www.snowcycle.co.uk](http://www.snowcycle.co.uk). Full of wit and erudition: "*Life is like riding a bicycle - to keep your balance you must keep moving*" [Einstein]. "*The bicycle is as good company as most husbands and, when it gets old and shabby, a woman can get a new one without shocking the entire community.*" [Ann Strong].

## TRAIN AT THE BIKE STATION!!

Initially funded with Spokes seed money, and now fully autonomous, the Bike Station [Spokes 91] continues to grow and innovate. It is now Scotland's first **accredited cycle training centre**, and is working with employers across Edinburgh to boost cycle commuting. Lessons (chargeable) are also available to individuals. [www.thebikestation.org.uk](http://www.thebikestation.org.uk).

## TRICYCLINGINEDINBURGH

Also with Spokes seed money, Tricycling had a fantastic 2005 first year, getting the *on your bike* message to 1000s of people at the big festivals [Spokes 92]. This year the council has approved £7-10K to extend activities [festivals plus perhaps European Mobility Week, Craigmillar youth cycle project, etc]. A major expansion will now be considered for 2007. TCIE also runs very enjoyable really-easy Sunday Rides - see Diary column. [www.trycyclinginedinburgh.org.uk](http://www.trycyclinginedinburgh.org.uk).

## WHAT TO DO ON A WET AND WINDY DAY

Are you 16 or less? The International Bicycling Fund is holding a worldwide **essay contest**. [www.ibike.org/essays](http://www.ibike.org/essays).

## SPOKES MEMBERSHIP RENEWAL

*Members who receive a renewal form with this mailing must return it to renew for 2006, even if there are no changes. Members not receiving a renewal form are up to date for 2006.*

## SPOKES BULLETIN INFORMATION

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# COLOURED CYCLEROUTE CONTROVERSY

## THANK YOU !!

Spokes is humbled by the number of people who have written individual letters/emails to councillors over the threat to coloured surfaces for cycle lanes in the city.

Politicians often tell us that for each person who writes, another 20 agree but never got round to it - and we gather that 60 have stirred themselves to write. It is plainly an issue where cyclists feel incredibly strongly - and there are hints the message has got through. Clearly there was inadequate joined-up thinking in City Development Dept, with the visual allowed wholly to subordinate both road safety and the council's own aim to increase cycling. The outcome of the Streetscape consultation is likely in March.

There are good technical reasons to use colour - see the Spokes paper [www.spokes.org.uk, downloads]. However, the value of personal letters is that councillors and officials see both the overall weight of opinion, and also the many varied experiences which lead people to feel so passionately. Here are just a few examples from letters copied to us...

### WHY VISIBLE LANES INCREASE BIKE USE

*"Since my return to Edinburgh I have been delighted by the facilities provided by the council. I have used my bike much more as the streets are user-friendly and comparatively safe"*

*"My son immediately wanted to start cycling when the red lanes appeared - surely this is to be encouraged!"*

*"When I moved to Edinburgh I was instantly alerted to the possibility of cycle commuting by these coloured lanes."*

*"We discussed this at our office Bicycle User Group and it is clear that many staff are encouraged to cycle by the safety of the coloured surfaces. Of 220 staff, 30 now cycle, and the council has given us a cycle-friendly employer award."*

*"When I began cycling I had no driving license and was extremely nervous using the road. I doubt I would have found the confidence without the strong message of the coloured lanes. And their impact is also on safety, not just psychology."*

### SAFETY AND PERCEPTION OF SAFETY

*"The coloured boxes at junctions mean cyclists can readily be seen by traffic behind and by drivers in other parts of the intersection. They are an essential safety feature."*

*"I have cycled in Edinburgh for 30 years and now, despite my 67 years, feel safer than at any time previously."*

*"Why is the council sacrificing cyclist safety and reducing the incentive to cycle? Who gave them the mandate?"*

*"In my experience as a driver, black lanes are hard to detect. Motorists respect the red areas much more, and the coloured lanes contribute to the safety and confidence of cyclists."*

**A new Napier University study shows coloured bus lanes keep up to 8 times as many cars out as white lines only.**

[Bradley, S (2006) The Effect of Surfacing on Bus Lane Compliance]

*"I believe I am safest where drivers are constantly being reminded of my potential presence."*

*"The whole point of cycle lanes is to be visible! If they are downgraded and less visible, cyclists will be less safe."*

*"I find it incredible that a matter of taste should override an important transport safety consideration."*

### LEGAL CLAIMS BY CYCLISTS AND MOTORISTS

*"In the Highway Code all diagrams show cycle lanes in red ... a motorist entering a black advance stop box in breach of regulations will have a ready defence that the road was not coloured in the way the Highway Code led him to expect. That paves the way for a claim against the Highway Authority by the motorist and any injured cyclist."* [lawyer]

NB - cyclists injured in the 'trial' black ASLs (or drivers charged for encroaching) can consider claiming against the council, as above. Contact us if you need to do this.

### WHO SAYS UGLY ?? - THE OPPOSITE IS TRUE !!

*"I am very proud of the cycle facilities in this city. I urge the council not to snatch defeat from the jaws of victory."*

*"I really can't see why black tarmac is more 'traditional' than coloured - originally there would have been mud!"*

*"Pre-eminence of appearance over practicality will undo the work that has grown Edinburgh cycle use. Every building conservation charter in the world, from Stirling to Venice, emphasises that conservation must be sustainable to give buildings and areas new life."* [Prof in Building Conservation]

*"I fail to see how black tarmac is inherently more pleasing than coloured cycle lanes. In any event, a coloured lane is much preferred to a black lane spattered with the blood of a cyclist knocked down by a motorist."* [Mark Lazarowicz MP]

*"The red lanes show the city as a modern progressive centre, in which transport problems are being actively tackled."*

*"I find the red tarmac a pleasant brightening touch: a similar colour to the red tiles on Patrick Geddes's Ramsay Gardens."*



photo: Dave du Feu

**The Mound bike lane** - previously cyclists were tightly squeezed between traffic and the kerb on this steep uphill, or stuck in the fumes behind cars and buses. The picture clearly reveals that **pedestrians** too now have better separation from cars and lorries, with their noise and pollution - you can imagine what it was like before!

## A PARTIAL PARKING STRATEGY

The Council's draft **Parking Strategy**, sadly, shows the same unjoined-up thinking as the draft Streetscape Manual. 'Parking Strategy,' it seems, means 'Car Parking Strategy.'

The document does refer to cycle issues - e.g. 20 new parking racks a year for all Edinburgh!!! But there is no grasp of the role cycle use already plays - and could do with better conditions- and at fleabite cost compared to Strategy ideas such as a George Street underground car park!

Our submission [www.spokes.org.uk, downloads] points out that 4-5% of commuter journeys are already by bike and the council 2010 target is 10%! **The Strategy must tackle critical bike parking deficiencies at shops, tenements, work, etc; and the problem of cars parked in cycle lanes.**

We are also disturbed that the Strategy brings more cars [non-commuter] into the city. We argue it must capitalise on the tram [not mentioned, though other trams saw 30%+ more shoppers!]) and use parking policy as a tool to reduce congestion. Also, recent laws mean the council will soon be fined for roads exceeding pollution standards. **More cars in the city would be lunatic at a time when tram and cycling could hugely improve accessibility in a healthy, environment-friendly and socially inclusive way.**

The consultation is over - but contact your councillor, as decisions will soon be taken. **Do it now!!** [p8 for contacts]



# SPOKES 10<sup>th</sup> ANNUAL COUNCIL CYCLE FUNDING SURVEY

*Note:* See opposite page for meanings of abbreviations.  
*Apologies:* we know these pages bore some readers! But they are vital in our lobbying for government and council cycle spending.  
**Spokes again surveyed Scottish mainland councils on cycling/SRS capital spending [04/05] and budgets [05/06]. All but 4 councils are in the table [see p5 for reasons].**

## WHAT CYCLE OFFICERS SAY

We asked cycle officers to comment on funding methods for cycle projects. Of those who did, the main points were...

- Late funding announcements** - This problem is a huge concern, limiting cycle project ambitions, pressurising staff, and wasting time. It is truly disgraceful that the Executive causes such uncertainty year after year, with Partnership-funding another example. We hoped lessons were learned, with recent early Partnership allocations, but the Sustrans fiasco [p8] shows the SE is not there yet!
- Large-scale cycle projects need new source of funding** - this validates our campaign on this topic [p1 & Spokes 89].
- Sustrans funds v. welcome** - earmarked for cycle work.
- CWSS funds v. welcome, but need guidance, auditing and earmarking of a minimum cycle element** - some councils allocate little or none to cycle projects. Advance announcements much appreciated, allowing planning.
- Partnerships** - should guarantee a minimum to cycling.
- Planning gain** - useful source of cycle projects.
- SE 20mph school funds** - useful [not covered in survey].

## MASSIVE FUNDING THREAT

**Our previous 3 surveys [Spokes 80,83,86] hammered home the message that cycle project funding would slump following abolition of the Public Transport Fund.** The hope for big projects was the Integrated Transport Fund [see opposite] - but SE issued no Guidance. The hope for smaller ones was more Sustrans money - but instead it was cut [p8]. **So now the decline has begun, as our lead article shows.**

The table below summarises the main sources of Scottish cycle project funding in recent years, showing clearly how PTF abolition and Sustrans cuts mean inevitable decline.

**We urge readers to contact your MSP [see ideas on p1]. This appalling situation cannot be allowed to continue!!**

**SCOTTISH CYCLEPROJECT CAPITAL SPENDING**

Source	01/02	actual (£m) 02/03	03/04	04/05	budget 05/06	future ??
<b>Council budg</b>	1.5	1.0	0.8	1.1	1.4	1.4
<b>Cycle CWSS</b>	0.2	0.8	1.5	1.6	*2.8	*2.5
<b>PTF</b>	1.8	2.0	3.6	3.5	2.5	0
<b>Sustrans #</b>	0	0	2.5	3.5	2.0	2.0
<b>Partnerships</b>	0	0	0.8	1.1	1.3	1.5
<b>Other ext</b>	1.5	0.7	0.8	1.1	0.9	0.9
<b>TOTAL</b>	<b>5.0</b>	<b>4.5</b>	<b>10.0</b>	<b>11.9</b>	<b>10.9</b>	<b>8.3</b>

### Explanation and Comment for the above Table

- The totals are all slight underestimates. Each year a few, different, councils do not respond so are omitted.
- The table also omits SE trunk road/cycle projects - these figures had still not been received as we went to press.
- This table is only cycle projects; p5 also includes SRS.
- \* Two big councils [Glasgow, N Lanark] allotted large chunks of 05/06 CWSS to cycle, maybe overestimating the trend.
- # The total Sustrans grant is shown though not all is spent via councils - so the figure is higher than in the p5 table.

## HIGHLIGHTS FROM THE RESULTS

### Councils' Own Transport Capital

For a 3<sup>rd</sup> year councils allotted more discretionary funds to cycle/SRS [compare cols g,h]. Cycle rose a lot, SRS fell a bit.

### External Funding Raised by Councils

This is falling fast [compare q,p], due to the end of PTF and Tavish Scott's savage cut in Sustrans funding [see Spokes campaign - p1&8], outweighing the boost from councils' own funds [above]. Partnership funding slightly softens the blow.

### The Overall Picture, and the Future

- At last, all councils do now spend on cycling, but...
- There is huge variation between councils, and...
- Total cycle spending [internal+external] is declining [p1].**

## FUNDING SOURCES - COMMENTS

### 'INTERNAL' FUNDING [OWN TRANSPORT + CWSS]

Allocations of council own capital funds and CWSS to cycling are up, and to SRS down. The net rise is not large, given that overall transport budgets are up and that new SE 20-mph zone funds mean less competition between relevant council budgets. With overall transport budgets rising faster than cycle spending, the 3.6% for cycle/SRS [col r] is down on the 4%+ of most recent budget years [Spokes 83,86,89].

### CYCLING, WALKING, SAFER STREETS

We count the £8.6m SE CWSS money as internal [above] since councils decide how much goes to cycling/SRS. In the past roughly 25% went to each area but this year it is 35% cycle and 15% SRS [two big councils allocated 60-70% to cycle, and much SRS work is now funded by separate SE 20mph money]. Most of the other 50% of CWSS goes to traffic calming and walk-only; even some 1-way streets, which deter cycling!

### PUBLIC TRANSPORT FUND / ITF

PTF is ended, with only residual sums now in use. After a major Spokes campaign the Minister said in Parliament that ITF money was available for big cycle projects [Spokes 89]; but no Guidance was issued and no council has yet applied.

### SUSTRANS SE CYCLE PROJECT FUNDS

This has been a most successful and cost-effective funding method, unaccountably cut and disrupted by new Minister Tavish Scott [see cuts story p8&1]. Spokes is lobbying for it to be more than reinstated, and with a 2-year+ timeframe.

### PARTNERSHIP FUNDING

To encourage regional initiatives on cycling, walking and public transport, the SE allocated some £15m to council regional partnerships in each of the last 3 years. The use of these funds is developing and the future hard to predict. This year the proportion going to cycling varies from a mere 4% in **Hitrans** (Highlands) to ~20% in **Westrans** [excl SPTA] and **Nestrans**. **Sestran** is unclear, probably well under 10%.

For 06/07 the SE allocation doubles to £35m, of which Sestran gets £9.6m. It is to this fund Edinburgh is applying [p1] for the cross-boundary quality cycle corridor project.

**Interestingly, future SE allocations will depend on the 'content & innovation' of Regional Transport Strategies** - integrated cycle/public-transport projects could score well here if the Executive emulates its own excellent former PTF Guidance [Spokes 78]. Maybe councils will again have a funding source for large-scale cycle and integrated projects. **This is an important, albeit technical, lobbying point!!**

### OTHER EXTERNAL FUNDS

These include developer contributions, Europe, lottery, and local enterprise companies. Some has been PTF match-funding, so this source may fall alongside the end of PTF.

a. Council [mainland only]	05/06 transport capital budget (£k) including relevant CWSS but excluding additional/external/other-department							05/06 external/additional/other- department cycle funds (£k)							05/06 indicators [bold if over average]		Target set?	%FTE bike staff	Bike audit?
	[Bold if over average on both indicators]	b. total transpt capital	cycle bdgt		SRS bdgt		tot c+d+e+f	i.	j.	k.	n.	p.	q.	r.	s.	g+p pence /head			
	c. own#	d. cwss	e. own#	f. cwss	g. 05/06	h. as g 04/05	PTF	Sustrans	Partnerships	other ext.	i+j+k +n	actual 04/05	col b	g+p /head					
Aberdeen	7657	0	53	0	14	67	29	0	236	90	0	326	945	0.9%	193.6	a	0	bcd	
Aberdeenshire	6779	35	107	50	97	289	288	20	10	115	65	210	154	4.3%	214.2	?	30	ce	
Angus	8525	30+	115	0	35	180+	205	0	7	0	0+	7+	105	2.1%+	171.6+	a	25	abd	
Argyll & Bute	4156!	0!	40	80!	40	160?	160	250	25	7	46!	328?	568	3.8%?	536.3?	ac	0	c	
Clackmannan'	1103	96	0	0	60	156	92	0	70	0+	0	70+	207	14.1%	470.8	N	30	cde	
E Ayrshire	3645	0	0	0	18	18	155	45	60	98	0	203	289	0.5%	184.2	a	20	cd	
E Dunbarton'	1545	10	46	20	46	122	234!	900	0	0	0+	900+	728!	7.9%	955.1+	N	0	bd	
E Lothian	3824	10	0	0	40\$	50?	48!	20	40	0+	0	60+	133!	1.3%?	119.6?	N	<5	?	
E Renfrew' ^	1053!	0!	15!	18!	0!	33!	33	0	28	120	0!	148?	100	3.1%?	201.1?	a!	15!	c!	
Edinburgh	3103?	190!	137	172	115	614!	412	500	74	75	275	924+	719+	2.0%?	338.8+	b	130	b	
Falkirk	4721	50	5	0+	237	292+	276	0	10	0	0	10	0	6.2%+	205.4+	a	30	bcd	
Fife	5797	180	80	125	80	465	477	20	40	160	0	220	387	8.0%	193.0	a	30	abd	
Glasgow	24888!	91+	578	165	149	983	350+	690?	100	70	0+	860+	737+	3.9%+	318.9+	a	280	bcd	
Highland ^	10157!	75!	82\$	0!	71\$	228!	413!	0	50	4	50!	104?	288!	2.2%?	157.3?	a!	95!	bd!	
Inverclyde	1594	12	98	0	11	121	65	0	21	25	0	46	115	7.6%	203.7	N	15	c	
Midlothian	1553	0	95	0	0	95	5	0	0	80	250	330	158	6.1%	531.3	a	5	a	
Moray	4086	0	80	0	0	80	83	0	40	0	0	40	3	2.0%	136.4	N	5	d	
N Ayrshire	1351	0	62	0	10	72	60	0	93	108	0	201	57	5.3%	200.7	N	0	a	
N Lanark'	16549!	78	405	400	0	883	734	0	80	100	176!	356?	388	5.3%?	383.6?	c	130	be	
Perth & Kinr'	6303	35	231	167	0	433	219	0	52	115!	5	172?	373	6.9%	438.4?	a	60	bc	
Perth Borders	8183	50	105	0	78	233	223	0	35	0	0	35	531	2.8%	245.9	c	5	cd	
S Ayrshire	1862	0	130	0	0	130	112	5	40	50	0	95	10	7.0%	200.9	c	30	be	
S Lanark'	5632	450	300	0	0	750	605	30	0	115	0	145	203	13.3%	293.4	?	0	?	
W Dunbarton'	1759!	0	30	0	24	54	98	0	35	0	0	35	50	3.1%?	96.7	c	20	bcd	
W Lothian	20272	14	39	0	0	53	43	48	15	0!	5	68?	310	0.3%	74.2?	a!	<10!	bd!	
<b>Totals/average</b>	<b>184031</b>	<b>1406</b>	<b>2833</b>	<b>1197</b>	<b>1125</b>	<b>6561</b>	below	<b>2528</b>	<b>1161</b>	<b>1332</b>	<b>872</b>	<b>5893</b>	below	<b>3.6%</b>	<b>278.9</b>				
04/05 Actual	163054	1148	1576	987	1708	n/a	5419	3507	1900	1093	1058	n/a	7558	3.3%	290.6				

## READING THE TABLE

### Abbreviations:

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

### Footnotes:

- + Plus unknown sum(s) - unquantifiable or not yet known  
 ! Uncertainty - used data from previous or subsequent year or survey, in whole or in part, in coming to this figure  
 ? Uncertainty, for reasons earlier in this row  
 ^ No reply but enough data from last year and other sources  
 \$ Unknown CWSS split - used Scottish averages: 23% to cycle projects, 20% to SRS [based on Spokes 2004 survey]  
 t Integral to bus or TM scheme [e.g. lanes/ASLs] - say 10% cycle [my guesstimate - respondent not able to disentangle]

### Special Notes for the 2005/2006 table:

- ☞ Totals and %'s are not exactly comparable with previous reports, because of differing non-respondents.  
 ☞ When a council can't extricate a figure I have estimated and footnoted [! \$ t], normally checking with the cycle officer. This is nearer the truth than a blank/zero entry. If an estimate is impossible, footnote + is used.

### Councils included / excluded:

- ☞ The survey only covers mainland councils.  
 ☞ **Dundee, Stirling, Renfrew** and [disappointingly as it has been a major player] **Dumfries & G** did not reply in time.  
 ☞ **E. Renfrew** and **Highland** did not reply in time, but are included as there is sufficient data from last year's reply and from other sources to make educated guesses.

### Columns [the most important are r, s, g, p]:

**Col r:** the percentage of the council's own 2005/06 roads/transport capital budget used for cycling and SRS. i.e. from funds where the transport dept has discretion. *Note:* we add the SE CWSS allocation into col b because it too allows discretion. See cols d,f for how much CWSS is actually used for cycling/SRS.

**Col p:** what the council has itself raised specifically for cycling/SRS [£k] from all sources other than its transport budget. Unlike col p this, once raised, generally must go to cycling.

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

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

**Cols c,d:** Cycle spending from 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. NB - the survey excludes the SE SRS 20mph special allocations.

**Col i:** Cycle element of successful PTF bids.

**Col j:** Sustrans SE cycleproject funds - see pages 8 and 4.

**Col k:** Regional Partnerships funding - see page 4.

**Col n:** Other external: Europe, developers, lottery, other depts etc.

### Targets column:

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

### Audit column:

- a Formal cycle audit as in SE *Cycling by Design*  
 b In road safety audit c Ad-hoc / informal  
 d Audit/check for planning apps e Other

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I did so with trepidation, wondering how good other  
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# LOCAL NEWS

*If any points on this page concern you, please contact your local councillor [contact details p8]. For Edinburgh, also copy to transport boss Cllr Andrew Burns.*

## PARTLY-INTEGRATED TRANSPORT POLICY

Spokes worries that while Edinburgh Council has good intentions on cycling, it is not properly integrated into all policy areas - even within City Development (Transport and Planning). The Council sets up excellent cycle initiatives - like the **Quality Cycle Corridors** idea [p1] and the target of **Advanced Stop Lines** at all traffic-light junctions. But in non-cycle initiatives cyclists are omitted or just an irritation. Examples [p3] are the **Streetscape Manual**, ending coloured surfaces; and the so-called **Parking Strategy**, in fact Car-Parking. Equally, when motorists and the press complained about the new **George Street** traffic scheme it was ripped out at once - regardless of the fact that this was now part of the Sustrans national cycle route [Spokes has objected].

**The answer is for cyclists to contact councillors forcefully whenever this happens** - like for the Streetscape Manual. When officials get fed up of councillor questions, maybe they will take cyclists (and their own targets for cycle use) seriously in all policy areas, not just in the Cycle Unit!!

## EDINBURGH TRAM

This is an area where cooperation is good, and we hope it will show in the final designs. The tram promoters TIE, designers SDS, and operators TRANSDEV, all came to our January public meeting and noted the many points raised. We reminded them of our survey [Spokes 90] showing 95% support for trams if properly integrated - *but* falling to 50% if either onroad routes or Roseburn Path were poor or lost.

Spokes Planning Group convener Sandy Scotland is to attend regular workshops to discuss designs as they develop, for **onroad** and **offroad** sections. Tenders are due soon for vehicles and initial road works, so decisions on several issues including **cycle carriage** are imminent.

More info: [www.tramtime.com](http://www.tramtime.com) and [www.tie.ltd.uk](http://www.tie.ltd.uk).

## ACT ON NORTH EDINBURGH VANDALISM

Every so often there is a spate of serious mischief on North Edinburgh railway path, usually in the darker months, often at Drylaw/Groathill. After several attacks this winter, some involving a trip-wire, the police, cyclists and local councillor **Lesley Hinds** are working to tackle the problems.

Council officials are to visit the area with Spokes, to see where it can be opened out to improve visibility. Police will step up patrols, and it is hoped the community action team, working with *TryCyclinginEdinburgh*, can bring cycling to local youngsters, so they better appreciate the point of the paths. **To help** email [maggie@trycyclinginedinburgh.org.uk](mailto:maggie@trycyclinginedinburgh.org.uk) 558.2647. **To report incidents** contact Drylaw Police Station at 343.3171 or, in emergency, use 999. We hope to have further police information in Spokesworker, which goes to members with this Bulletin and onto our website.

Additionally, once the tram is built here, the area should be more open, overlooked, and less prone to problems.

## CRAMOND - JOPPA 'BOARDWALK'

Edinburgh plans a major walk/cycle path from Cramond to Joppa, part of the 'Round the Forth' route [Spokes 86,89]. The meaning of 'boardwalk' is not to be made of wood, but to be of substantial width, 7-14m, and offering many leisure activities as well as a travel function. A detailed report is at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) - planning - plans&policies. *Comments:* Stephen.Hajducki@edinburgh.gov.uk 529.3922.

## ROYAL BANK OF SCOTLAND

Following our recent article [Spokes 92] RBS told us of the major travel plan at their huge Gogarburn site. Despite the out-of-town location, single-driver car use has been kept just below the Edinburgh average thanks to only(!) 1200 spaces for the 3250 staff, and good bus/rail. Cycle provision is what would be expected of a good employer - taxfree loans for bike purchase, a cycle forum, lockers, and covered bike parking. However, our original complaint remains - that this massive development did nothing to upgrade the dreadful A8 path to the site from Edinburgh and Newbridge. But now that the council is seeking to replace it [p1], maybe RBS could contribute - then we could really praise them!

## OLD DALKEITH ROAD

Following extensive lobbying from Spokes and individual cyclists [Spokes 91] new car-parking restrictions have been approved for the cycle lanes approaching the new Infirmary. All legal stages are complete, and works now awaited. The restrictions are not as full as cyclists had sought, so we (and your councillor!) need your views once they are in place.



Spot the Cycle Lanes!

## HAYMARKET JUNCTION

A major redesign is being prepared, to better integrate rail, tram and bus. **Letters from cyclists are vital to ensure full integration of cyclists' needs:** through routes, links to Roseburn path, to Lothian Rd/Morrison St, and reinstating the legal but impossible left turn from Dalry Road. Write to your councillor; copy to Cllr Andrew Burns and to Spokes. **This is a vital point on many journeys, so take action now!**

## PLANNING APPLICATIONS

All Edinburgh planning applications are now available online [and at 1 Cockburn St]. Go to [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) - planning. Some other councils do the same - check at [www.councilname.gov.uk](http://www.councilname.gov.uk), e.g. [www.westlothian.gov.uk](http://www.westlothian.gov.uk).

## ACCESS LEGISLATION IS WORKING

The new law allowing responsible outdoor foot or bicycle access [Spokes 91] is resulting in many landowners deciding to make sensible access provisions (but not all yet in place). In our area, places of previous contention where responsible cycling is now ok (and will be better provided for in future in some cases) include the through routes at the Hermitage of Braid, Dalmeny Estate, Boll O' Bere on Sustrans route 75, and Linlithgow Loch. Get the code on responsible access from 01738.458545 or [www.outdooraccess-scotland.com](http://www.outdooraccess-scotland.com).

## FORTH BRIDGE - FORTHRIGHT ALLIANCE

The **Dunfermline byelection** brought the degrading sight of politicians of all parties, even the Chancellor, scurrying to offer the lowest common denominator, unconcerned for the environment or the studies currently underway into the future of the existing bridge and into variable tolls. We congratulate First Minister **Jack McConnell** for insisting these are local decisions and must await the study outcomes.

Meanwhile the alliance of environment groups concerned about ever-growing cross-Forth motor traffic seeks a fully rational debate and outcome. [www.forthrightalliance.org](http://www.forthrightalliance.org).

*ctd from p1* This would be disastrous to Edinburgh's image as a UK cycle policy pioneer. Spokes had urged applying to the Integrated Transport Fund, which transport minister Nicol Stephen hinted could be used [Spokes 89]. A further avenue has now opened, the new regional transport partnership **SESTRAN\*** with its 2-year £18 Executive grant for "public transport, walking and cycling."

**Edinburgh, in liaison with Fife and Lothian councils, is now working with consultants Halcrow to draw up a funding bid to SESTRAN. There is no certainty that the bid will succeed - but you can help!**

**If such routes would aid you, contact your councillor [see col 2], explain why, and ask them to lobby SESTRAN in support of the project. Copy your letter to Spokes and to Cllr Russell Imrie, SESTRAN chair [see col 2].**

[\*Regional Transport Partnerships have been set up in all parts of Scotland, with government funds, and comprising all councils in the area. SESTRAN is S. E. Scotland Transport Partnership].

## CHILDREN STAY ALIVE

For the 3<sup>rd</sup> successive year not a single child died in 2005 on Edinburgh's roads - a remarkable record, compared to 8 in the previous 3 years. Serious injury is down from around 50 a year to just 20. The Council plans many more of the 20mph zones which have contributed to this achievement.

## CYCLISTS UNINJURED

As predicted in Spokes 92, police figures showing increased local cycle casualties proved entirely wrong - a computer error! The fallacious figures were plastered all over the Evening News, and it was only thanks to Spokes supporter **Malcolm Wardlaw** that the truth was uncovered.

In fact, at a time when cycle use rose 50%-100%, total Edinburgh casualties fell from 1144 in 1995-2000 to 859 in 2000-05 [though, within that, serious injuries stayed static]. Thus cycling became roughly twice as safe as it already was. A council report is due, and we have asked that it looks at why the serious injury rate fell more slowly than for slight.

**More info:** Spokesworker 31.10.5 [full figures], Spokes 92 [safety issue], **or contact** mj\_wardlaw@hotmail.com.

## PINCH POINTS / ISLANDS

**Central islands** are incredibly popular with road engineers. However they legitimise driver behaviour which contravenes the Highway Code's method of overtaking a cyclist; and except on wide roads they fall foul of official advice as to how to make roads as cycle-friendly as possible. Whilst not quite so bad, **central hatching** is another popular anti-cyclist measure - and it also subjects pedestrians to extra fumes, noise and worry. Yet alternatives are frequently available, such as edge-hatching, raised tables and zebra crossings.

**W.Lothian Council** is keen on such measures, and Spokes has written to point out the problems. Our submission quotes from cycle engineers and official guidance. **If such measures endanger you (in any council area), write to your councillor - and send us the reply, so we can build up local evidence.** It is also arguable that a council might be liable if a cyclist is injured where a central pinch point has prevented motorists overtaking as in the Highway Code picture. Our letter is at [www.spokes.org.uk](http://www.spokes.org.uk) - downloads - submissions. And see [www.thebikezone.org.uk/thebikezone/campaigning/pinchpoints.html](http://www.thebikezone.org.uk/thebikezone/campaigning/pinchpoints.html).

## SUSTRANS SHOCK

**"High standard, on budget and in tight timescale"** [SE 5.7.04] What government project could claim such an accolade? Yet that is how former Transport Minister **Nicol Stephen** described Sustrans's stunning work completing, in just 6 months, fifty projects Scotland-wide jointly with councils, from its £2.5m 03/04 grant. An increased £3.5m 04/05 grant, again to be spent in just 6 months, brought 70 more projects - though councils rightly pointed out that timescales **"put great pressure on staff and limit complexity of projects."**

Nicol Stephen, recognising the problems as well as Sustrans's effectiveness, asked for an ambitious 2-year bid, to give greater stability and more time to plan. Council cycle staff across Scotland spent time and effort preparing suitable projects, and Sustrans put in a £11.6m 2-year bid.

New Minister **Tavish Scott** [p1] first asked for the bid to be rewritten - and then in mid-January granted just £2m, for one year only, and to be spent by end June. [Among many projects Sustrans had to drop was upgrading part of the Edinburgh-section Union Canal towpath]. **In Spokes 92 we said the Sustrans bid was Mr Scott's first big test on cycle policy. We can only say he has failed miserably! Ask your MSP what's going on - see also p1 main article.**

## LOTHIAN POLITICIANS

**Write to your area MSP or Lothians List (2<sup>nd</sup> vote) MSPs at:** Scottish Parliament, Edinburgh EH99 1SP. 0131.348.5000. **or email:** [firstname.secondname.msp@scottish.parliament.uk](mailto:firstname.secondname.msp@scottish.parliament.uk). For example, Sarah.Boyack.MSP@scottish.parliament.uk.

### LABOUR

Sarah Boyack, Ed Central  
Susan Deacon, Ed East  
Malcolm Chisholm, Ed North  
Mary Mulligan, Linlithgow  
Bristow Muldoon, Livingston  
Rhona Brankin, Midlothian  
John Home Robertson, E Lothian

### LIBDEM

Mike Pringle, Ed South  
Margaret Smith, Ed West  
**GREEN**

Robin Harper, List  
Mark Ballard, List  
**SNP** Fiona Hyslop, List  
Kenny MacAskill, List

### CONSERVATIVE

David McLetchie, Pentlands  
Lord James Douglas-Hamilton, List

### INDEPENDENT

Margo MacDonald, List  
**SSP** Colin Fox, List

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e.g. [Andrew.Burns@edinburgh.gov.uk](mailto:Andrew.Burns@edinburgh.gov.uk). Except that East Lothian email is initialsurname e.g. [jross@eastlothian.gov.uk](mailto:jross@eastlothian.gov.uk).

**Write to Ed councillors at:** City Chambers, High St, EH1 1YJ

**Europe:** [www.europe.org.uk/info](http://www.europe.org.uk/info) or [politics.guardian.co.uk/eu](http://politics.guardian.co.uk/eu)

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

## JAMMY DODGERS!!!

It's not that you are **"stuck in a traffic jam."**

It's that you **are** the traffic jam! [Harry Horse, SH 5.2.06]

**Spokes says: Stop sticking - all you need is a Bike!**

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