

Spokes the Lothian Cycle Campaign 0131 313 2114 [spokes.org.uk](http://spokes.org.uk) [spokes@spokes.org.uk](mailto:spokes@spokes.org.uk) [twitter SpokesLothian](https://twitter.com/SpokesLothian) Facebook St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG - this is a postal address, Spokes is a voluntary body with no staff.

## CONTRADICTION!

Only a major change of policy after May's Scottish Parliament election will enable the government to reach its 2020 target for 10% of trips to be by bike.

This stark conclusion is clear from the 2011-12 budget transport priorities, with cycle investment stuck around 1% of transport spending - and if anything falling [p11].

**Government has set a praiseworthy and achievable target, but has not provided the means to achieve it.**

Last year the government issued its *Cycling Action Plan for Scotland*. CAPS has many good ideas and came with a £3.9m boost, restoring cycle funds to what the SNP inherited from the previous [Lab/Lib] government [Spokes 108]. However, CAPS has no researched and costed path to reach the 2020 target. How can a target be set without assessing the investment needed to reach it?? **We challenge the Government to show, with evidence, how it can achieve its target at current funding levels.**

Using highly optimistic assumptions, Spokes estimates that to have any hope at all of reaching the 2020 target, the Scottish government should invest around £50m p.a. in cycling, roughly 2.5% of total transport spending.

[See our budget submission: Dec 3 news at [www.spokes.org.uk](http://www.spokes.org.uk); and data from English Cycle Demonstration towns and Europe at [www.dft.gov.uk/cyclingengland/cycling-cities-towns/results](http://www.dft.gov.uk/cyclingengland/cycling-cities-towns/results)].

Interestingly, the government's own *Report on Policies & Proposals* [[www.scotland.gov.uk/rpp](http://www.scotland.gov.uk/rpp)], which shows how Scotland can reach its 2020 statutory 42% carbon cut, has figures which compare well to ours. It proposes £1,203m active travel investment [walk/cycle] between 2011-22, roughly £100m p.a. [5% of total transport] which ties in well with our (optimistic) £50m p.a. cycling-only figure. The SCCS manifesto, supported by many organisations, seeks 10% of total transport for active travel [p10].

The RPP proposes high early investment: 2011 £207m; 2012 £146m; £80m-£90m in later years [RPP Annex A1]. But the actual 2011-12 budget allocates only around £20m for active travel: a mere 10% of the RPP proposal. So much for the carbon target, let alone the cycle target!

**With the election near, please ask your politicians, will they significantly raise the proportion of the transport budget going to cycling and active travel?**

### MAY 5<sup>th</sup> HOLYROOD ELECTION

The election result could greatly affect cycle funds, and 2020 achievements. **Will any party give higher priority to cycling and active travel in their transport budgets?**

- \*\* Come to the Spokes election hustings - page 2
- \*\* See our pre-manifesto article inside - page 6
- \*\* The Spokes website will report manifesto details
- \*\* **Action:** seek promises from your MSP candidates

## EDINBURGH 2011



Gardners Crescent to Canal photo: Dave du Feu

The roundabout has been removed, giving a direct access to the canal. Also, coloured ASLs with long lead-in lanes on all junction arms, and toucans linking the canal to the offroad route to Morrison Street and (later) the West End. **For other current Edinburgh developments see page 4.**

Inside: a  supplement

## WEANS ON WHEELS

Spokes and the Bike Station have won *Cycling Scotland* funds for a project to encourage family cycle commuting. We aim to inform / support parents of children too young for their own bike, with equipment try-outs and hands-on instruction by trained Bike Station staff at nurseries and



Circe Helios load-carrying tandem photo: Chris Hill

schools from April. If you or your school are interested contact [info@thebikestation.org.uk](mailto:info@thebikestation.org.uk) 668.1996 Ruairidh. **As a first step Spokes has produced a factsheet: Family Cycle-Commuting.** See [www.spokes.org.uk](http://www.spokes.org.uk) [Jan 31 news]. For more info contact [familycycling@spokes.org.uk](mailto:familycycling@spokes.org.uk).

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

## ABBREVIATIONS USED IN BULLETIN

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

# FOR YOUR DIARY

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

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

**Easy** - 'Twenty Milers' Mainly paths/quiet roads, 10am-3pm some Sats. Mike Lewis 343.2520 [mike@cycling-edinburgh.org](mailto:mike@cycling-edinburgh.org) [www.cycling-edinburgh.org](http://www.cycling-edinburgh.org)

**Weekends** - 'Mellow Velo' - Hostel/ B&B w'ends - evolved from Spokes weekends group - [www.mellowvelo.org.uk](http://www.mellowvelo.org.uk).

**More Edinburgh rides/events** [www.cycling-edinburgh.org](http://www.cycling-edinburgh.org)

**Go Bike!** Glasgow area, 1st Sunday + others [www.gobike.org](http://www.gobike.org).

## Weds 23 March: Spokes Spring Public Meeting Scottish Parliament Election Hustings

- ◆ Conservative **Iain McGill** : Ed Central candidate
- ◆ Green : **Cllr Steve Burgess** : Lothians List candidate
- ◆ Labour **Sarah Boyack MSP** : Ed Central, Spokes member
- ◆ LibDem **Cllr Gordon Mackenzie** : Lothians List candidate, Convener of Ed Council Transport Committee
- ◆ SNP **Marco Biagi** : Ed Central candidate

*Venue:* Augustine United Church, George IV Bridge

*Time:* 7.30; open 6.45 for coffee, stall, exhibition and chat

*More info:* [symondsmark@hotmail.com](mailto:symondsmark@hotmail.com) 661 9763

**Mar 8 Walking, Cycling Conference** [walkcycleconnect.org](http://walkcycleconnect.org).

**Apr 5 Transport Election Hustings** by CRAG & Transform. 7.30 (coffee 7.15) Quaker Mtg Hse, 7 Victoria Ter. 558 8042.

**Apr 13 Online climate/election debate** See box on p10.

**May 1 Sustran Megacycle** [www.sustran-megacycle.co.uk](http://www.sustran-megacycle.co.uk)

**May 5 Scottish Parliament Elections** - *remember to vote!!*

**Jun 18 St Andrews Ride** [www.leprahealthinaction.org/edinburgh-to-st-andrews-cycle-ride](http://www.leprahealthinaction.org/edinburgh-to-st-andrews-cycle-ride). 01968 682369 Ros.

**Jun 19 Sustran 2 Capitals ride** [www.twocapitals.org](http://www.twocapitals.org).

**Jun 22 Spokes Bike Br'fast** [mknottenbelt1ATgooglemail.com](mailto:mknottenbelt1ATgooglemail.com)

**Sep 11 Pedal for Scotland** [www.pedalforScotland.org](http://www.pedalforScotland.org)

## PROBLEM SOLVING

Our great summer competition tradition continues in 2011 with "*Solving my Cycling Problem*." Cycling is often the answer; but it can bring problems too! Storing a bike, moving things, persuading friends or employers; or more existential problems such as "*Will it help me find a boyfriend/girlfriend?*" or "*Why on earth am I doing this?*"

For full details of how to enter, and a great list of prizes, see our Summer Bulletin, out in June. Don't submit entries yet - that would be a problem we just can't solve!

See our wonderful previous comps such as *Cycling Jokes*, *Favourite Rides*, and *How would I spend £1m*, at [www.spokes.org.uk](http://www.spokes.org.uk) - downloads - odds&ends - competitions.

## THANK YOU!!

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

## WWW.SPOKES.ORG.UK

Lots of useful info - find it via tabs at the top of the screen, or links from relevant news stories. Including recently...

- **Inspirational papers/documents** [downloads - technical]
- **Commuting with kids** [downloads - advice - kids]
- **Bike storage project** [downloads - technical - tenements]
- **Spokes Bulletins 1-100 page 1** [bulletin tab]
- **Local councils transport & planning** [links - council]
- **Funds for community projects** [links - community funds]
- **Quality Bike Corridor** [news - 11 Dec]
- **How to report, e.g. anti-social** [links - reporting things]

**TWITTER/FACEBOOK** [find links on Spokes website]

Major website updates and news are tweeted; and tweets also go to facebook. If you follow Spokes on T/F *please join too* - members receive a lot more info, and we also need your donation to support ongoing campaigning!!



In November Spokes hosted the Cyclenation Conference: 100 delegates from UK Cycle Campaign and CTC groups. Edinburgh/Scotland were contrasted with London/England and lessons drawn by **Cllr Gordon Mackenzie** [Edin Council], **Dave du Feu** [Spokes], **Jen Calvert** [Transport for London], **Ashok Sinha** [London Cycling Campaign], **Philip Darnton** [Cycling England], **Ian Aitken** [Cycling Scotland]. A great time was had - our thanks to everyone who made this possible. Reports and presentations are at [www.spokes.org.uk](http://www.spokes.org.uk) - downloads - odds&ends - cyclenation.

## STRICT LIABILITY LAW IS NEEDED

"Any civilised system of law should require, as a matter of principle, that the person who uses this dangerous instrument [motor traffic] ... should be liable to make compensation to anyone who is killed or injured in consequence of the use of it. There should be liability without proof of fault." Lord Denning, 1982.

Cyclenation has launched a campaign for *Strict Liability* as in most European countries. The burden of proof would then be on the motorist in a crash with a cyclist, and on the cyclist in a crash with a pedestrian. *Please consider contacting your MP* [[cyclenation.org.uk/news.php#506](http://cyclenation.org.uk/news.php#506)]. A UK law would be ideal, but Scotland too could legislate... see [www.spokes.org.uk](http://www.spokes.org.uk) - downloads - technical - papers.

## GO-BIKE, STRATHCLYDE CYCLE CAMPAIGN

Our partner in the West, Go-Bike, last year persuaded Glasgow to set up a Cycle Forum similar to Edinburgh's - and this is already proving its worth. For more on the many Glasgow cycling developments see [www.gobike.org](http://www.gobike.org). A council Strategic Cycle Plan is nearing completion.

## SPOKES MEMBERSHIP RENEWAL

*Members whose mailing includes a renewal form must return it to renew for 2011 even if there are no changes. Do it now! Members not getting a renewal form are up to date for 2011.*

## SPOKES BULLETIN INFORMATION

*Editor* Dave du Feu *Printer* Barr Printers *Print run* 12,000  
*Bulletin text may be used freely if you credit us and give our website. Created with* Openoffice.org. *Next Issue* June.

# STORAGE PROJECT

*“No storage facilities in flat, and would be unable to keep a bike in the stair. I would love to have a bike!”*

The Spokes Bike Storage factsheet and database are now on our website, with a 4-page summary factsheet also available on paper and downloadable. All Spokes members receive a copy with this mailing.

Over the past year, Spokes has worked on the problem of bike storage in tenements/flats, thanks to a Scottish Government Climate Challenge Fund grant. *We thank all who contributed:* Spokes members, other residents, community organisations, CEC officials, councillors, and consultants TPi who did much of the research.

Storage can be a big hurdle to using a bike for everyday work, school, shopping and leisure travel. In a Spokes survey 86% of respondents said bike storage was problematic, and nearly one third said storage problems stopped them cycling as much as they'd like [www.spokes.org.uk, Oct 9 news]. Despite council design standards, residents of new-builds also have storage problems. Clearly there is great potential for more bike use if storage was improved. Our project provides practical information to encourage residents take action.

## Activities during the project

- ◆ Engagement with residents and groups across the city
- ◆ Research into possible storage solutions for tenements/flats, plus the management / legal issues involved.
- ◆ Production of detailed advice on tenement/flat bike storage for individuals, stairs, and local communities.
- ◆ Work with Edinburgh Council on support to residents.

## Positive impacts of the project so far

- ◆ **Awareness-raising** of the issue as a serious constraint to cycle use in Edinburgh - it must be tackled if the city is to achieve its 2020 cycling target. Website and twitter have also brought distant enquiries, even from Knoydart!
- ◆ **Change!** Our survey results point to strong interest in actually *tackling* storage problems. Following the launch of our fact-sheet, many people have told us they intend to act: either as individual flat-dwellers, or working with stair neighbours, or lobbying for on-street facilities
- ◆ **Influencing the Council.** The *Active Travel Action Plan* [ATAP] has specific commitments on improving residential bike storage, in part thanks to Spokes lobbying and the existence of our project. In particular, ATAP promises *on-street storage pilots*, and our project has increased the momentum by identifying interested residents, possible locations, and equipment options. Spokes is also in discussion with *Transport Convener Cllr Mackenzie* using our evidence base of residents' interest. Finally, the council in January provided a *purchase offer to residents* for storage equipment, via our website & twitter, with several orders now in progress.

## Next steps - how you can help

- ◆ **Feedback please!** Our factsheet and other materials are the first stage of continuing activity, by Spokes and others, towards ongoing storage improvements.
  - Are you as an individual, or your stair or local group, planning action to improve local bike storage?

- Do you have comments/suggestions on the factsheet?
- Do you have a solution that might help others? We'd like to identify case studies to inspire further action.

**If any of the above apply please email [address below] or complete our online questionnaire [see project website or go to [www.surveymonkey.com/s/XX5982Y](http://www.surveymonkey.com/s/XX5982Y)].**

- ◆ **On-street bike storage pilots** Spokes continues to lobby and work with the Council on possible pilots. Already residents from Leith, Newington, Morningside, West End and Marchmont are working towards local pilots. If your street might be a candidate and you'd like to be involved, please email us [address below].

## SPOKES STORAGE RESOURCES

**Factsheet, product database, project report, updates, funding ideas, other related documents, etc:** go to [www.spokes.org.uk](http://www.spokes.org.uk) – downloads – technical – tenements.  
**Printed factsheets:** send SAE to Spokes.  
**Queries/ideas:** email [spokesbikestorage@spokes.org.uk](mailto:spokesbikestorage@spokes.org.uk).



*In flat:* Brompton folder thinkingaboutcycling.wordpress.com



*In stair:* wall rack SteveLeslie



*Outside:* Edinburgh flats bike park with 16 bike spaces, shelter, PIN entry - formerly just 3 car spaces! K Ivory



*Onstreet:* 'Breadbin' by [www.jankuipers-nunspeet.nl](http://www.jankuipers-nunspeet.nl)  
[www.presto-cycling.eu/en/policy-guidelines-a-fact-sheets](http://www.presto-cycling.eu/en/policy-guidelines-a-fact-sheets)

# LOCAL NEWS

## WEST LOTHIAN COUNCIL

Growing local pressure, plus new government advice that councils should allocate a minimum 36% of CWSS funds to cycle projects [Spokes 107], has had a big impact. Cycle investment from CWSS money is up from 0% last year to ~36% in 2010/11, with hints of more in 2011/12.

## EDINBURGH 2010/11

Most of the 15 projects listed on page 5 of Spokes 108 should be built by end April, with funds attracted from a variety of sources. Notable schemes include...

- ◆ **F'bridge/Gardner's Crescent signalisation** – see p1
- ◆ **Peffermill link** from Innocent to Craigmillar Country Park/Castle [now the hospital needs to upgrade its link!]
- ◆ **Lochend Path and Christian Path** surfacing
- ◆ **Canal experimental LED lighting**
- ◆ **Canal link to West Bryson Rd & Watson Cres**
- ◆ **Toucan** from Roseburn path to retail park
- ◆ **A90 Forth Bridge route** – phase 1

## EDINBURGH 2011/12

Plans are being developed, but are hoped to include...

- ◆ **Quality Bike Corridor** – start on construction, late in the year. The 2010 consultation found 75% support, but Traffic Regulation Orders are needed before work starts.
- ◆ **Maintenance of lanes and ASLs** – higher priority
- ◆ **A90 Forth Bridge route** – phase 2 [details unknown]

## HANOVER ST : MOUND

The single most urgent tramline issue is the Princes Street crossing, from Hanover St south to the Mound.

We now know of 4 trapped-wheel crashes here - injuries in 3 cases, and the cyclist nearly run over in some.

*“I do this journey every day on my way to work ... the car cut across me as it turned left to go up the Mound, forcing me over the tramline at a very shallow angle.”*

*“I was further left than usual due to an annoying driver and my wheel got caught in a tramline outside the RSA. Fortunately everyone behind managed to stop.”*

*“It's a really nasty and stressful junction especially in the dark and wet when the lines are invisible.”*

**TIE responses to victims say:** “Crossings and junctions are designed so cyclists are guided to cross the track as near as possible to 90 degrees and no less than 60 degrees.” **That is incorrect:** there is nothing specific to guide cyclists (or instill driver awareness) and if traffic is present then crossing all lines at 60 degrees is a dream.

**Also, this crossing is to be in the Family Network approved by councillors in the Active Travel Action Plan** [Spokes 108] **so needs made safe for an 8-year-old!**

Spokes wants motor traffic cut to one lane each way, allowing clearly marked cycle facilities and possibly a wider pavement. We have made this case direct to the Head of Transport - the outcome is uncertain as computer models say traffic will rise here once trams are running.

It's reminiscent of the Mound car parking controversy [Spokes 100]. Parking was deemed essential; but pressure from Spokes members and a councillor revolt led by Cllr

- ◆ **Roseburn path to Botanics** via retail park
- ◆ **Lochend path** access improvements
- ◆ **Bike parking** – including city centre and on the QBC
- ◆ **Public Bike Counter** – Middle Meadow Walk?
- ◆ **Other projects** are under discussion

## OXFORD DUAL NETWORK: yes, it's relevant!

We've found an uncanny parallel between Edinburgh and Oxford's road, bus and cycle history. And, as a result, between Edinburgh's ATAP [Spokes 108 p4] and Oxford's *dual network*. [www.cyclox.org/what-we-say/dual-network](http://www.cyclox.org/what-we-say/dual-network).

## PRINCES STREET FUTURE

A study by Copenhagen architects **Jan Gehl** identifies cyclist/pedestrian priority as a necessity if Princes Street is to attain its 'huge potential.' Gehl works on exciting projects worldwide, such as the amazingly rapid moves from car to cycle/walk in New York. Their booklet *Our Cities Ourselves* is a wonderful glimpse of the possible [[spokes.org.uk - downloads - technical - inspirational](http://spokes.org.uk/downloads-technical-inspirational)]. The Gehl Princes Street report will be discussed by councillors soon.

## EDINBURGH SNIPPETS

**Open Spaces Strategy** The final Strategy and its Area Action Plans are in general excellent. Our thanks to all who wrote in to the consultation last year. The documents are at... [www.edinburgh.gov.uk/openspacestrategy](http://www.edinburgh.gov.uk/openspacestrategy).

**Train Young People in Cycling** The council is seeking confident cyclists to train young people (P7 to S2) in south and west Edinburgh schools. You will be taught to be a trainer, and must promise 12 delivery sessions over a year. Induction/info meeting: April 1, 3-4pm.

*More info:* [mel.coutts@edinburgh.gov.uk](mailto:mel.coutts@edinburgh.gov.uk) 07788566879.



The easy direction, S->N, and no traffic – but the tramlines still look dodgy! Note too the narrow gap between RSA and tramline, adding to N->S problems. *photo: Dave du Feu*

**Steve Burgess** brought a new mood and a better Mound. **The Council must make up its mind:** it can allow raised traffic levels, or it can show it is serious about ATAP and tackling tramline crashes and injuries. **It cannot do both.**

**Action Point:** If you use, or fear to use, this crossing, ask your councillors to get serious about it!

## OTHER PRINCES ST. TRAMLINE CRASHES

Spokes knows of ~20 tramline crashes in 2010; and not just in the early weeks when things were new. Many are at junctions, but many are parallel to tramlines - often something unexpected forces the cyclist sideways. We also fear future tramline dangers - for example cycling from Morrison Street to the A8 near the tram stop.

**Action Point:** Do report all tramline crashes. For how to do this, and for our *tramline advice note*, see [www.spokes.org.uk - downloads - public transport - tram](http://www.spokes.org.uk/downloads-public-transport-tram).

# EDINBURGH BICYCLE COOPERATIVE

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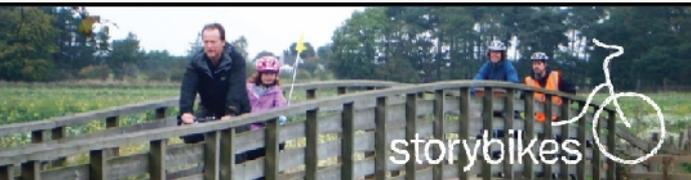


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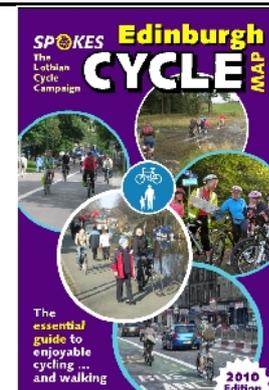


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# NATIONAL

## MAY 5<sup>th</sup> MANIFESTOS

Unfortunately this Bulletin is published before Scottish Parliament election manifestos appear. Our website will give details once they are out. However, some parties have issued 'pre-manifestos' and others have responded to stage 1 of SCCS's campaign [see box]. The details below may be useful if you contact candidates or parties soon.

**Bicycle parking outside the Scottish Parliament - Will Scottish cycling policy be parked after the election - or have its rightful place within the Scottish budget?**

[photo: Spokes]



### Conservative

Nothing available yet [email to SCCS]. But, South of the Border, a disastrous decision to scrap *Cycling England*, whose Cycle Demonstration Towns are a big success, and whose excellent reports and evidence are vital here too.

### Green

*"Walking, cycling and public transport must be given far higher priority by Government, especially when it comes to public spending."* [www.scottishgreens.org.uk/policy]

*"The current and previous government committed vast sums to a climate-busting road programme – Greens are the only MSPs to challenge this"* [response to SCCS].

### Labour

*"A higher share of the transport budget should be allocated to active travel, with a particular emphasis on walking and cycling ... We are committed to promoting cycling and walking as a form of transport and will work to make these safer & more attractive transport options"* [www.scottishlabour.org.uk/policyconsultation and SCCS].

### LibDem

*"We campaign strongly for measures to build a greener and more sustainable Scotland including ... increase in sustainable travel"* [email to SCCS]. But pre-manifesto has nothing on cycling [www.scotlibdems.org.uk/pre-manifesto].

### SNP

*"In towns and cities where local demand is sufficient we will work with partners to develop Parisian-style bicycle banks to encourage growth of cycling"* [Pre-manifesto at: bepartofbetter.net/questions.show?section=climate]. Also, see opposite for recent SNP response to members' emails.

## GOVERNMENT REPLY

Spokes is very concerned that only 1% of transport spend is invested in cycling [p1]. For a time it looked as if the 2011-12 budget would devastate even this 1% by scrapping one of its two main elements, the CWSS fund. Many Spokes members lobbied MSPs, and CWSS has been saved. Several also copied us a reply from **Ian McKee MSP** [SNP] setting out the government position [slightly cut - full text on Spokes website, Jan 25 news]...

*"Let me reassure you regarding the Cycling Walking Safer Streets (CWSS) programme – the funding has been ring-fenced and retained for 2011-12 and it's part of the Local Government Settlement, not the budget."*

*In the summer the Minister for Transport announced an extra £3.9 million plan to increase cycling numbers and have 10 per cent of all journeys by bike by 2020. This is on top of the £17.3m yearly budget (2010-11). The funds will go to cycle routes and cycling training. I would stress that the 2010-11 funding is a 50% increase on the previous year's cycle budget. See press release: www.scotland.gov.uk/News/Releases/2010/06/25110936."*

*The SNP Government has shown more dedication on active travel and green issues than any previous administration. This is evidenced by our world leading Climate Change Bill and record investment in cycling. You may also be aware of the Climate Challenge Fund that we introduced. This is helping many companies encourage employees to cycle or take the bus to work, by making adaptations such as introducing cycle racks. The Bike Station is an excellent successful example of this."*

### Spokes comments on Ian McKee's reply:

Cycling investment did indeed rise in 10/11, thanks to £3.9m accompanying the Cycling Action Plan (CAPS). However, this followed cuts every year since the SNP came to power, and just returns them to the investment level of the previous Lab/Lib government's final 2 years. So 'record investment' is the same record as under the previous government - and is also much too low to meet this government's own bike use target [p1].

The most extreme example is the money for Sustrans's work with councils and others across Scotland. When the SNP came to power, Sustrans was getting £7.8m a year. That was cut in 08/09 to ~£5m, then in 09/10 to ~£4m. This year it has been 'doubled' to £7.7m – but only if you compare it to last year, not to what the SNP inherited!!!

As Ian McKee says the CWSS fund for local councils (of which something like 40% goes to cycling projects) is to be saved. **We thank everyone who lobbied MSPs - it made a real difference!** However, Mr McKee doesn't mention that CWSS is being cut (from £9.1m to £7.5m).

Also, there's a factual error in Ian McKee's letter - the £3.9m is *part* of the 2010-11 £17.3m total, *not* additional. This is clear in the table on p32 (section 6.1) of CAPS.

For 2011-12 our initial post-budget estimate [p7] is a small overall drop from the current 'record investment.' **The main problem however [p1] is not whether total cycling investment is up or down by a wee smidgeon, but that cycling's 1% of the transport budget is far too low to give real hope of meeting the government's 2020 target [10% of trips to be by bike]. This basic issue Mr McKee completely fails to address.**



A coalition of 60 organisations, SCCS is running a big election campaign: **online debate** [Apr13] **election climate cafes** [Feb/Mar] and a **joint manifesto** - see

www.stopclimatechaos.org/scotland & /scottish-elections.

**The SCCS manifesto's transport section calls for...**

- ◆ a move away from road-building
- ◆ 10% of transport budget invested in active travel
- ◆ 50mph national speed limit on single carriageways

# BUDGET 2011-12

## CYCLING INVESTMENT FALLS

We are delighted that CWSS has been saved [p6] but **total cycling investment is still likely to fall somewhat**. Here are how the 3 biggest funding streams are affected...

- ◆ The *Sustainable and Active Travel* budget line [which funds Sustrans and others] is rising by £4m. Roughly £3m of this seems intended for low-carbon motor traffic but cycling should get some of the remaining £1m.
- ◆ The *CWSS fund* is cut from £9.1m to £7.5m. CWSS is allocated to every council for cycling, walking and safer streets, with on average roughly 40% going to cycling.
- ◆ *General capital funding for councils* is badly cut, and remaining funds may well get focused on schools etc.

## SUPERSTORE LEVY VOTED OUT

We do however compliment the Scottish Government on its proposed levy on very large stores, mainly out-of-town drive-to supermarkets. As well as raising £30m, the government saw this boosting town centres, and it was backed by the Federation of Small Businesses. Sadly, all opposition parties except the Greens opposed the levy, and it was lost. It was not perfect, and some big in-town stores would have been affected - but it needed a compromise solution, not outright opposition.

Ever-growing world oil demand, and limited supply, will mean ever-rising petrol prices: we need to *reduce* oil dependency, not encourage big car-based stores, driving people further into unsustainable habits. Politicians are also making a rod for their own back, when a public dependent on petrol causes trouble as prices keep rising. Rather than knee-jerk opposition to the proposed levy, opposition parties should be considering measures such as charging stores for car spaces over a certain level.

## RETHINKING TRANSPORT PRIORITIES

The budget restricts cycling investment to 1% and cuts road maintenance - but trunk road expansion continues, largely supported also by the other big parties. Motorway widening and the Aberdeen Peripheral Road are not in the budget but will use controversial special funding.



Banknote issuer: [scotland.shelter.org.uk](http://scotland.shelter.org.uk)

The budget includes £200m to start the £2.3bn additional **Forth Road Bridge**. Local Tory MSP **Murdo Fraser**, although a bridge supporter, points out that, "*Most of the Scottish Government's capital budget [for transport?] is swallowed up with the new Forth Bridge*" [H 21.1.11]. However all parties except the Greens back the bridge – even though tests on the existing bridge are looking hopeful. [See [www.forthrightalliance.org](http://www.forthrightalliance.org) for more].

## MEANWHILE IN WALES...

**The Welsh Parliament is shifting funds from trunk roads to active travel. Yes, it can be done!!!**

The latest Sustrans e-newsletter *The Network* [Jan 2011] states, "*The Welsh Government has invested money saved from cancelling the M4 extension in a Wales-wide travel behaviour programme. Sustrans is to deliver this, the biggest UK individualised travel marketing programme.*"

## TRANSPORT SCOTLAND

The Scottish Government has merged *Transport Scotland* (which dealt with trunk roads & rail) with the *Transport Directorate* (which handled local transport including cycling). All transport is now under Transport Scotland [[www.transportscotland.gov.uk](http://www.transportscotland.gov.uk), Chief Exec **David Middleton**].

We hope cycle policy will now be better understood and integrated in the world of 'big transport', but we have seen little sign yet. At worst, active travel could even lose out, becoming a wee lone fish in a now-huge pond. *Cycle policy must be **integrated and implemented**, including in 'big transport,' if it is to mean something.*

We were pleased that our *Spokes 108* article about poor bike integration in 'big transport' led to an invite from TS. Discussion was friendly, with some follow-up likely, but without real progress on concrete issues.

## BORDERS RAILWAY – NO BIKE ACCESS??

The Borders Railway project is going well, under TS direction, with early work started. But [as above] we are sceptical that TS understands bike/rail integration. Their website says "*the railway will be completely integrated with cycling facilities by providing adequate bike storage at stations*" [[www.transportscotland.gov.uk/projects](http://www.transportscotland.gov.uk/projects)]. **But no mention of safe cycling between stations and nearby towns. Bike parking is certainly vital, but is cheap,**

**easy, and far from 'complete integration.'** Yet TS does of course (and rightly) promise bus links to stations.



[www.campaignforbordersrail.org](http://www.campaignforbordersrail.org)

Omission of bike links is exactly what happened with the new **Bathgate-Airdrie** railway: there is bike parking and a restored Sustrans path, both welcome. But roads to stations from nearby communities are often daunting. TS says cycle links are up to the local council, and so this 'integrated' project gives them no thought - and no funds.

***If cycle links concern you, ask your MSPs to question Transport Scotland: are they serious about transport integration? Will TS's Borders Railway learn from its Bathgate/Airdrie mistakes? Use [www.writetothem.com](http://www.writetothem.com).***

# CAMPAIGN MYTHS?

UK cycle campaign views on bike facilities span a wide range of opinion. Some see bike lanes in particular as a last resort. The extreme sceptical view is that...

- **Cycle facilities don't encourage more users**
- **Cycle facilities reduce safety**
- **Only non-cyclists and novices want cycle facilities**

The CTC/Cyclenation view of London's new coloured onroad **Cycle Super-Highways** was quite sceptical, e.g. in *CycleDigest*... "We have doubts about the value of the facilities ... too often the lanes are only 1.5m wide ...". Similarly, research showing that drivers come slightly closer on fast roads if there is a cycle lane was given wide, uncritical publicity, resulting in quite predictable 'cycle lanes are dangerous' press coverage – although the research itself did not claim or test any such thing.

**Based on Edinburgh experience, Spokes holds that clearly-marked bike infrastructure, if reasonably well designed, significantly helps lift bike use** [Spokes105 p7 has local evidence]. Of course a multi-pronged approach, including promotion in many forms, builds on this. And lanes are not needed in many low-traffic low-speed roads.

**Edinburgh bike use** has risen fourfold over 20 years, accelerating in the last 10 - *despite UK-wide decline*. We see Edinburgh's widespread onroad coloured facilities as a big factor: seen everyday by everyone, making cycling feel increasingly 'normal' and safer. And **London** super-highway Oct 2010 counts found 70% more cyclists than

pre-facility Oct 2009 counts: clearly ordinary people like them. Some previous sceptics are now more positive too, with London Cycling Campaign 'delight' at the numbers [[www.tfl.gov.uk/corporate/media/newscentre/17912.aspx](http://www.tfl.gov.uk/corporate/media/newscentre/17912.aspx)].

And whilst bike use has risen greatly in Edinburgh and London, deaths and injuries have not, so safety per cyclist has risen substantially [Spokes 105, p7].

**Recent research, notably reviews combining many international research studies, supports our position: in general cycle facilities do encourage more use, they are wanted by cyclists, and they do increase safety.**

There are of course many ifs and buts. Facilities may be of poor design (but may still be better than nothing). Edinburgh's widespread coloured facilities certainly raise bike use; a Copenhagen-style network might well do more; the *dual network/ATAP* Oxford/Edinburgh concept [p4] may be more immediately realistic and appropriate.

**Perhaps views on bike facilities are affected by why we are campaigners?** Is it to optimise road conditions for experienced cyclists who need to get about quickly? Or, as we believe, is it to get many more people using bikes for everyday trips? **Interestingly, women tend to favour cycle facilities most, and segregated ones most of all, but campaigners tend to be male. And in bike paradise the Netherlands, 55% of cyclists are female!**

## RELEVANT RESEARCH & EXAMPLES

**'Infrastructure, programs and policies to increase bicycling'** Pucher, Dill, Handy; 2009, [http://policy.rutgers.edu/faculty/pucher/Pucher\\_Dill\\_Handy10.pdf](http://policy.rutgers.edu/faculty/pucher/Pucher_Dill_Handy10.pdf). Area-wide infrastructure raises bike use (some individual schemes may not); Value of holistic program: infrastructure, promotion, car restriction.

**'The impact of transportation infrastructure on bicycling injuries & crashes'** Reynolds et al; 2009 [www.ehjournal.net/content/8/1/47](http://www.ehjournal.net/content/8/1/47). Most bike infrastructure reduces crashes. Safest: bike lanes and segregated routes, not shared paths. Useful definitions of facility types, unlike much research.

**'Bike-GPS: Understanding and measuring bicycling behaviour'** Dill 2008 [www.ibpi.usp.pdx.edu/bikegps.php](http://www.ibpi.usp.pdx.edu/bikegps.php).

Cyclists value infrastructure (lanes, links, quiet streets, etc); women divert to quiet routes more than men do.

**Cycling Embassy of Denmark** Onroad cycle lanes raise bike use, and segregated cycle tracks do so even more. [www.cycling-embassy.dk/category/know-how/newsletter-1](http://www.cycling-embassy.dk/category/know-how/newsletter-1) [e.g. the article 'Cycle tracks that come to you as you go']

**Oxford:** For Edinburgh relevance see article/references at [www.cyclox.org/what-we-say/dual-network & safety of lanes](http://www.cyclox.org/what-we-say/dual-network&safetyoflanes).

## CONTACT YOUR POLITICIANS

**Write to your local MSP or Lothians Regional List MSPs at** Scottish Parliament, Edinburgh EH99 1SP. 0131 348 5000. **or email:** [firstname.secondname.msp@scottish.parliament.uk](mailto:firstname.secondname.msp@scottish.parliament.uk).

For example, [Sarah.Boyack.MSP@scottish.parliament.uk](mailto:Sarah.Boyack.MSP@scottish.parliament.uk).

### LABOUR

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

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

### CONSERVATIVE

Iain Gray, East Lothian

David McLetchie, Pentlands

### LIBDEM

Mike Pringle, Ed South

Gavin Brown, List

Margaret Smith, Ed W

### GREEN

### INDEPENDENT

Margo MacDonald, List

Robin Harper, List

**To find name/email of your [3 or 4] local councillors...**

[www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) 0131.529.3186

[www.midlothian.gov.uk](http://www.midlothian.gov.uk) 0131.270.7500

[www.westlothian.gov.uk](http://www.westlothian.gov.uk) 01506.775000

[www.eastlothian.gov.uk](http://www.eastlothian.gov.uk) 01620.827827

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

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

**More info including Westminster MPs & European MEPs:**

[www.writetothem.com](http://www.writetothem.com), [www.theyworkforyou.com](http://www.theyworkforyou.com)

[www.mysociety.org](http://www.mysociety.org), [politics.guardian.co.uk/askaristotle](http://politics.guardian.co.uk/askaristotle)

## ESSENTIAL CONTACTS

**Adult cycle training** 668.1996 [info@thebikestation.org.uk](mailto:info@thebikestation.org.uk)

**Www.travelinescotland.com** - bikes on rail, bus and ferry.

**Potholes, glass on paths, broken lights, in Ed/Lothian** [Use lamp-post numbers to report location]. [www.edinburgh.gov.uk-transport](http://www.edinburgh.gov.uk-transport) - Clarence, 0800.232323. Or [www.fillthathole.org.uk](http://www.fillthathole.org.uk).

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

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

**Lothian Buses** [mail@lothianbuses.com](mailto:mail@lothianbuses.com) 554 4494.

**Dangerous drivers, mobile use, drink-driving, speeding, other road crime:** see [www.spokes.org.uk](http://www.spokes.org.uk) - links - reporting Emotional/practical victim support RoadPeace 02089641021.

**Help Spokes, other cyclists, and yourself, by joining us! Keep in touch with cycle route news in Edinburgh, the Lothians and Scotland. Find out which politicians to write to, and when. Discover the latest bike maps. Download a membership form at [www.spokes.org.uk](http://www.spokes.org.uk) or send your name, address, email address and donation [you choose how much] to Spokes [address on p1].**