NEW SCOTLAND?

What does Scotland's remarkable election result, with an overall SNP majority, mean for cycling as a form of transport in Scotland? There are some very positive signs and some equally big worries.

Most importantly, the government in March put before Parliament its Report on Proposals and Policies [RPP] to meet Scotland's 2010-2022 statutory climate emissions targets; this included a 'milestone' that at least 10% of journeys are by bicycle by 2020 [RPP 6.3]. The RPP sits in a statutory framework, the climate change law, so the milestone is a valuable statement of intent - and it would be embarrassing to remove as the SNP set it themselves.

Current policies to meet the milestone include CAPS, the Cycling Action Plan for Scotland, with its 10% 2020 target (but no clear path or funding analysis to get there).

The RPP proposals include “infrastructure of a level and quality found in Sweden and Germany...” [RPP 6.32]; and travel-plan advice for all households and large workplaces, though such advice, to achieve its potential, needs “measures to improve cycling infrastructure” [RPP 6.31].

However the bold 2020 RPP target can only be met by a big rethink on investment amounts and methods. Spokes estimates £50m p.a. as the minimum amount to give any hope of reaching the target [p6 & Spokes 109], yet current investment is around £20m. And current funding methods give too little support to those councils (and others such as BWB) who are ambitious to boost bike use, whether through paths/lanes, soft measures or proper integration with road and public transport opportunities.

A second big positive is the SNP manifesto promise to “increase the proportion of transport spending on ... active and sustainable travel” - though no figure is given.

We are delighted that the powerful lobby group Stop Climate Chaos Scotland, which represents 60+ Scottish organisations, has adopted as one of its four top climate messages that 10% of transport budgets should go to cycling/walking [www.stopclimatechaos.org/scotland]. That would transform every part of Scotland by 2020; and at no more cost than one S.E.Scotland £1.6bn bridge! ctd p8

INSIDE THIS SPOKES BULLETIN

◆ Sustrans pull-out supplement [centre page]
◆ Spokes Summer competition – great prizes!! [p2]
◆ Bike Breakfast - 22 June [p2]
◆ Weans on Wheels – at your school/playgroup [p2]
◆ Annual cycle funding survey – early results [p6]

Stop Press: Spokes vindicated on Princes St cobbles [p4]

SEEING RED

 Consultation on Edinburgh’s first Quality Bike Corridor plans [Spokes 105] found 75% support; and work should begin late this year. Spokes is pleased with the post-consultation changes: notably a 20mph limit from West Mayfield to West Preston Street, wider bike lanes outside parked cars, and better KB access. Thanks if you wrote!

Red surfacing at Teviot Place: it works!! photo: DdF

The last big problem is that red surfacing is planned only at some locations [e.g junctions, side roads, by parked cars, etc] but not throughout. This is a mistake, given the aim to attract many more people onto bikes, to meet the council's Charter of Brussels target for 15% of trips by bike in 2020 [Spokes 105]. To achieve this cycle facilities must look, feel and be safe and welcoming.

A 2005 council consultation showed unaugurably how and why coloured lanes are valued and encourage more bike use, with many comments such as, “it is clear that many of our staff are encouraged to cycle by the safety of the coloured surfaces” and “I doubt I would have found the confidence without the strong message of the coloured lanes” [Spokes 93p3]. And research supervised by Napier Transport Professor Tom Rye found that “colour greatly reduces motorist intrusion into bus and cycle lanes” [spokes.org.uk – downloads – technical – local research]. ctd p3

WHAT THEY SAY ABOUT SPOKES

“The Bulletin is a real wake-up call to be more vocal about active travel” Manager of a tourism consultancy.

“I am extremely grateful to SPOKES - had you not taken this up, I doubt anything would have happened” Fife Spokes member, regular user of A90 path [story p7]
FOR YOUR DIARY

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

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

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

**Weekends - ‘Mellow Velo’** - Hostel/ B&B w’ends - evolved from Spokes weekends group - www.mellowvelo.co.uk.

**More Edinburgh rides/events** www.cycling-edinburgh.org.uk

**Go Bike**! Glasgow area, 1st Sunday + others www.gobike.org.

Jun 18-26 National Bike Week bikeweek.org.uk
Jun 19 **Sestrans 2 Capitals ride** www.twocapitals.org.

Jun 22 **Spokes Bike Breakfast** 8-10am City Chambers All cyclists welcome. Stalls, rolls, tea/coffee, councillors - your chance to lobby! **Speaker:** [8:45] Transport Convener **Cllr Gordon Mackenzie**. Info: bikebreakfast@spokes.org.uk.

Sep 11 **Pedal for Scotland** www.pedalforscotland.org

More dates and info: see www.spokes.org.uk.

NEW PUBLICATIONS

Measuring our Progress at www.neweconomics.org. “Studies comparing ... commuting by bicycle and by car report that cyclists find their mode of transport as flexible and convenient as those who use cars, but with lower stress and greater feelings of freedom, relaxation and excitement.”

**Bicycling Renaissance in North America** Prof John Pucher – his work is always worth a read. For this and other studies click publications at http://policy.rutgers.edu/faculty/pucher.

**Health on the Move 2** Evidence-based view of transport, based on public health, environment and equalities; aimed at decision-makers. www.transportandhealth.org.uk – publications

MY CYCLING SOLUTION

Our super summer competition tradition continues...

Cycling is often the answer; but it can bring challenges! Storing a bike, moving things, persuading employers, going north; or personal issues like “Will it help me find a boyfriend/girlfriend?” or “Why on earth am I doing this?”

We want to hear your problem - be it common, rare or exotic, and the great solution you found. We may publish good entries in our Bulletin, website or a special report.

Example: I keep forgetting where my bike is!!  photo: DdF

Top entries will win one of these brilliant prizes...

* **Edin Bike Coop** Revolution Tune-up workstand [@89.99rrp]
* **Sustrans** Set of Sustrans Scotland maps
* **ScotRail** Return 1st ticket for 2 between any 2 Scottish stations
* **Lothian Buses** Ridacard for 4 week’s travel
* **Camera Obscura & World of Illusions** Family day ticket
* **Scottish Seabird Centre** Family [2 adults, 2 kids] day ticket
* **Jupiter Artland** Family ticket + 2-adult ticket [2012 season]
* **Kalpa Indian Veg restaurant** £40 meal voucher for 2.

Download an entry form at the web address below - also for more on rules and prizes. **Closing date**: Sep 24.

See also our wonderful previous comps such as Cycling Jokes, Favourite Rides, and How would I spend £1m, at www.spokes.org.uk – downloads – odds&ends – competitions

WEANS ON WHEELS

The joint Spokes/Bike Station family bike commuting project aims to show parents of young children the practicalities and pleasures of commuting with kids...

**Spokes resources**: our [factsheet] **Family Cycle Commuting** [8-page online and 4-page paper versions] and our [web page] **Commuting with Kids** [spokes.org.uk – downloads – odds & ends] – competitions

**SPOKES MEMBERSHIP RENEWAL**

Please return your 2011 renewal form if not yet done. If you can't remember if you've renewed, please don't ask – you'll get an autumn reminder if not, and you won't miss anything.

**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 October.
**LOCAL NEWS [ctd p4]**

If anything here or overleaf concerns or encourages you, contact your councillors! See p8 or www.writetothem.com.

**BIKES 20% OF 8-9am CITYBOUND TRAFFIC**

Bikes comprised 19.7% of rush hour citybound vehicles [8-9am] in the Spokes May 17 traffic survey, **18.3% on Lothian Rd** and **21.1% on Forrest Rd**. Comparison with 2010 is unreliable due to tram diversions ending, plus a Queensferry St closure causing diversion via Haymarket. Lothian Rd motor traffic fell, with a lesser fall in bikes, whilst Forrest Rd traffic rose. Once again, **3 cars out of every 4 had only one person**, occupying a vast amount of roadspace per person compared to bike, walk or bus.

**COUNCIL INTERACTIVE TRAVEL MAP**

This online map shows public bike parking, offroad routes, major roadworks updates, car club locations, etc. Search for ‘interactive travel map’ at www.edinburgh.gov.uk.

**BIKE 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!”


Our Spokes factsheet [see box below] advises on storage in your flat/tenement building/garden, but this isn't possible for all. Edinburgh Council is therefore planning onstreet solutions as part of the Active Travel Action Plan.

First, ten or so residential streets will get onstreet banks of Sheffield racks. Second, the Council envisages possible future widespread covered, lockable, communal storage, with a central maintenance contract. As a first step, they will pilot 5 or so installations, in places of known demand and where there is a local group willing and able to handle management and maintenance, at least for the first year or two. An application form laying out the criteria should be ready soon – Spokes will notify members but, if interested, start talking to your neighbours and/or any local community group now!

**SEEING RED ctd from p1**

Opposition to colour is based partly on cost; but also on visual 'streetscape' reasons – a highly subjective view condemned by many in the council's own consultation in 2005 [above] – e.g. “I can't see why black tarmac is more traditional than coloured – originally there would have been mud!” or, from a Building Conservation Professor, “pre-eminence of appearance over practicality will undo the work Edinburgh has done to grow cycle use.”

**WHAT YOU CAN DO**

If you agree, congratulate your councillors on the QBC plans but also ask them to speak to the Council Transport Convener about red surfacing [www.writetothem.com].

Also, Traffic Regulation Orders are needed for the 20mph sections and the parking controls. There will be objections, so if contacting your councillors about surfacing tell them too if you support these other points.

**CANAL CONSULTATION**

Edinburgh Council is consulting on its Canal Strategy. We're fairly pleased with how it treats cycling [we may put more points in Spokesworker; to members with this Bulletin]. 

We urge readers to comment: it's worth supporting what you like, as there may be objections; and say what improvements you'd like - accesses, width, drainage, improving shared-use behaviour, etc. **Send comments by 19 August to:** Kate Hopper [below] and cc to Spokes.

There will be a staffed display of the Strategy at Spokes Bike Breakfast [22 June - p2] and presentations in local areas near the canal. The strategy document and consultation event dates/ times/ locations, are online at... www.edinburgh.gov.uk/info/187/planning-consultations

More info: Kate.Hopper@edinburgh.gov.uk 529.6232

**NEW CANAL ACCESS** 

photo: Dave du Feu

A much-needed link from the canal to Watson Cres and Bryson Rd, via Harrison Park, is now open. This will shorten many journeys and may reduce pressure on the congested narrow towpath inwards from Harrison Park. To encourage this, Fountainbridge cycle lanes from Bryson Road to Tollcross are needed: also benefiting cyclists emerging from Telfer Subway and the north.

If this would help you – contact your local councillors.

**STREETPOD BIKE PARKING**

Edinburgh has experimentally installed Streetpod racks at Chesser House. These allow frame and both wheels to be secured with one 'D' lock, a big plus, but they cost more than Sheffield racks, and their longevity is still to be tested through this first installation. 

www.cyclepods.co.uk/products/streetpods  Photo: E Renton

---

**Factsheet, product database, updates, funding ideas...**


---

End of LOCAL NEWS [ctd p4]
Thanks to local lobbying, and government advice that cycle projects should get more priority for CWSS funds [p6 & Spokes 107], the council allocated its entire 2011/12 CWSS £246k to cycle or shared-use schemes, compared to £zero in some years! The £246k will also be greatly boosted with match funds from Sustrans and others.

Expected projects include: Livingston-Broxburn path completion (avoids Nettlehill Rd); Linlithgow - Union Rd contra-flow, and Cricket club to Bellburn path extension; Livingston - 360 new network signs; Various towns - school travel plans, 50 Sheffield racks, etc, etc.

**The council seeks future ideas** – email tobias.bauer@westlothian.gov.uk [assuming CWSS not scrapped! - see p8].

---

**WEST LOTHIAN COUNCIL**

**LOCAL NEWS** [more p3]

Another attack on the SNP majority at Holyrood guarantees no new tram funds. The whole project may now be scrapped or end at Haymarket.

**EDINBURGH COUNCIL 2011/12**

We are delighted how seriously Edinburgh is taking its Active Travel Action Plan [Spokes 108] and its 2020 targets. The Council will use CWSS money and its own cycle budget to gain match-funding from Sustrans and others, and hopes to implement these projects this year...

- Quality Bike Corridor, Kings Bldgs to Princes St [p1]
- Canal LED lighting Viewforth to Craiglockhart [June]
- A90 Forth Bridge route – phase 2 [see article, p7]
- Roseburn path to Botanics via retail park toucan
- Locheend path access ramps improvement
- Bike parking along the QBC and at requested spots. [People keep asking for city-centre bike parking, but a policy agreeable to Streetscape officers is still being devised].
- Lanes/ASLs renewal – discussions on higher priority
- Public Bike Counter Middle Meadow Walk [Spokes108]
- Leith Links access ramp, part of Leith-Portobello route
- Granton Access Rd-Esplanade, Forthquarter Park link
- Argyle Place/ South Meadow Walk minor upgrades
- Cultins Road underpass solution to flooding/drainage
- Offroad path accesses to be assessed for drop kerbs etc

**DESIGN FOR POSSIBLE 2012/13 PROJECTS**

- Meadows to Innocent including Clerk St toucan
- Meadows to Union Canal [onroad improvements]
- Canal to Roseburn path [onroad improvements]
- North Meadow Walk upgrade & widening
- Seafield Road cycle lanes
- Kilgraston Rd/ Marchmont Rd link to Meadows

**THINGS WE’D LIKE ADDED TO URGENT LIST**

- Fountainbridge - bike lanes could reduce pressure on the inner towpath, now that Bryson Rd link is open [p3].
- Lothian Road – bike commuters comprise 18% of citybound rush-hour vehicles [p3]. The West Approach Road junction is particularly hairy and needs early action.

---

**EDINBURGH TRAM**

The SNP majority at Holyrood guarantees no new tram funds. The whole project may now be scrapped or end at Haymarket, though the council still hopes to reach St Andrews Square. A final decision may come on 30 June.

While Spokes supports the tram principle, the detailed design worries us in places, especially Picardy Place, Leith Walk, Princes Street and Haymarket. If a tram won't now reach some/all these places for years everyone should press for a cycle rethink, now and in future plans.

---

**PRINCES ST: HANOVER ST to MOUND**

Following our article about the dangers of this oblique tramline crossing [Spokes 109], several crashes, and emails to councillors from individuals, we were asked to meet Transport Director Marshall Poulton. The Council is now rethinking the junction and we believe our solution, cutting traffic to 1-lane each way, is being taken seriously.

**PRINCES ST: LONG-TERM FUTURE**

Last year's study* by Copenhagen architect Jan Gehl identified cycle/pedestrian priority as essential if Princes Street is to attain its 'huge potential.' But we were then disappointed by a Committee report on this, whose 'Action Plan' downplayed cycling, especially for Princes Street. Spokes emailed* all councillors on the Committee and Cllr Steve Burgess got Committee agreement that the Action Plan should refer to Princes St cycle use. Also, Transport Convener Cllr Gordon Mackenzie promised to ask officers to include other aspects of our submission* in developing action plans for Princes St and George St.

Stop Press: A new Cttee report [May 10] does not include the Princes St reference requested by the above Cttee meeting!!

A consultation on the study and Action Plan(s) is promised for this summer – we await it with interest! *For these documents go to spokes.org.uk – downloads – local – edinburgh – Princes Street

Gehl works on exciting projects worldwide, like New York's amazingly rapid and bold moves to promote bicycle use. Gehl's booklet Our Cities Ourselves is a fantastic glimpse of the possible [spokes.org.uk - downloads – technical – inspirational].
CYCLING: WHAT IS NEEDED??

The Scottish government has set an RPP milestone for at least 10% of trips to be by bike in 2020 [p1]. Research suggests strongly that this needs a 3-pronged package of (a) infrastructure (b) soft measures [e.g. travel-planning] and also (c) measures to deter excessive car use (see www.spokes.org.uk - downloads - technical – inspirational). But what investment is needed to reach 10% by 2020?

Research by Cycling England [now scrapped by the UK government], based on English Cycle Demonstration Towns and European experience, found that £10 per head per year, on a continuing basis, is needed to achieve significant, ongoing increases in everyday cycle use, and that this could double cycle use every 3-5 years.

With current Scottish cycle use at 1%-2% of journeys, £10 per head could thus, under optimistic assumptions, possibly reach the Government's 2020 target. Given its population of 5 million Scotland therefore needs a minimum annual cycling investment of £50m – compared to around £20m currently. Our lead article [p1/8] shows how an annual £50m could be used.

The important RPP document [p1] however has some rather odd figures. For 2011-2022 it suggests £1320m for 'cycling & walking infrastructure' [RPP tables 10 & A2], averaging £120m a year. At first sight this ties in with our £50m (minimum) for cycling alone. But the RPP technical appendix [para 94] suggests cycling needs only £20m a year (i.e. the great bulk of the £1320m is walk). Their £20m figure, however, is flawed, because...

- It assumes £5 per head, not the £10 quoted by Cycling England’s experts and actually invested in the English Cycle Demonstration towns. The £5 figure comes from a report by consultants Atkins, but its origin is not stated.

- It appears to suppose that Scotland's population is 4m.

More positively, since the RPP proposes an average £120m a year for walking+cycling, an equitable balance would easily give the essential £50m minimum needed.

Whether or not £50m is a pipedream depends on how seriously the SNP takes the RPP and its own manifesto walk/cycle promise. The above £1320m is an RPP proposal, not yet a policy. The obvious funding source is a small part of the huge trunk road spending pot - which the SNP proved unwilling to touch for such purposes in the last Parliament.

CAR-BASED RETAIL/LEISURE LEVY?

The SNP draft 2011-12 budget proposed a levy on large stores, but this was defeated by other parties. With an SNP majority we may see similar proposals again.

Spokes had mixed feelings as the levy was not part of a sustainability strategy - it would have hit not only the out-of-town supermarkets which boost car-based shopping and damage town centres, but also big in-town stores.

Instead government should promote a levy on large retail/leisure centres (whether in-town or out-of-town) based on car-space numbers. This would raise revenue but also contribute to transport and climate objectives. Ever-rising world oil demand, and limited supply, mean ever-rising petrol prices: we must reduce oil dependency, e.g. encouraging local shopping, not drive people further into unsustainable habits. Politicians are making a rod for their own backs, with a public more dependent on petrol.

If you agree, ask your MSPs to raise this with the Finance Minister for the next Spending Review/ Budget.
A90 TANGLED TALE

Edinburgh - Forth Bridge is a critical Scottish national network link, taking tourists north from the Capital. It is also an essential commuter and local leisure route. Yet in parts it is appalling and downright dangerous.

The government at first disowned responsibility for this nationally vital route, on the grounds that the A90 isn't a trunk road; but at last Edinburgh [with our help! see below] gained government support and has opened **phase 1**, from Barnbougle B924 junction to Easter Dalmeny. The difficult and costly **phase 2** project [Burnshot] may be built this financial year [see below]. A **phase 3** is also needed, in our view, to improve remaining sections and to sign Edinburgh-Forth Bridge as a flagship tourist route.

**It's easy to take recent progress for granted but, sadly, these great projects would still be a dream if it wasn't for massive and attentive Spokes lobbying over many years. This article gives a brief and very telling summary!**

Much Spokes effort goes into **encouraging concerned users to write to politicians**, especially at useful times. Individual letters/emails were vital in our A90 campaign. **Without them our central Spokes efforts would almost certainly not have succeeded – so thanks if you wrote!!**

TIMELINE POST-2004 [not the beginning!]

2004-6 Spokes campaigns for a big Edinburgh Council project of links to nearby council areas, including via A90, A8, A71, etc, using the new option of SESTRAN Regional Transport Partnership [RTP] funding [Spokes 91,93].

2006-7 Eventually … success!! SESTRAN agrees £4.6m multi-year programme for links between Edinburgh and surrounding areas, including the A90 route [Spokes 94,95].

2007 A90 project to start in year 2 due to planning/ownership. Then SESTRAN overbudget: another year lost [Spokes 96].

2007 New SNP government scraps all capital funding to RTPs including SESTRAN, so the £4.6m programme is lost, with no work started on the A90 route [Spokes 99].

2007 SNP government abolishes Forth Road Bridge tolls. Pressed in Parliament on increased traffic, **Minister John Swinney** makes throwaway promise to invest in buses and ‘cycle links’ [Spokes 98] but allocates no cycling money!

Spokes mounts big campaign [see link below for letter to John Swinney]. **Patrick Harvie MSP** extracts government promise to talk to Edinburgh Council [Spokes 99].

2008-9 Nothing happens. Spokes has to keep pushing the council and government [e.g. urging members to write, raising at Cycle Forum, letters to Transport Convener]. At last the council formally contacts government, and at last the government agrees to part-fund if Edinburgh draws up acceptable detailed plans/costings [Spokes 100,101].

2010 Consultation on a phase 1 shared-use 3-metre route [see link below]. Funding and planning constraints meant the really bad Burnshot section was not yet feasible.

**2011 Phase 1 opens. Phase 2 hoped for:** the difficult and costly Burnshot section. Will the new Scottish government stick to the cost-sharing promise? [see ‘what you can do!’]

**2012 Our hopes:** Phase 2 open and assessment of the entire Edinburgh to Forth Bridge route, to tackle all remaining issues, including signing, bringing at last a worthy route from the Capital to the Forth and North.

For fuller history e.g. 2007/8 Spokes & council letters, see www.spokes.org.uk – downloads – local – Edinburgh – A90.

---

Phase 1 - Barnbougle to Easter Dalmeny

User views “excellent - I'm very pleased indeed! ... surface ideal and plenty room to pass or be passed by other cyclists or pedestrians.”

**But a problem:** serious dazzling expected from car lights when commuting home northwards in Oct-March, with a danger of cycling off the kerb into oncoming traffic. A solution could be low solar lights, as planned for the canal towpath, but no solution is currently proposed.

**Phase 2 in 2011/12? - Burnshot section**

User views “extremely dangerous and unsuitable for bike use ... in places approximately one metre wide, surface very bumpy, slippery ... hemmed in by stone walls on both sides ... Northbound, eye-level is the same level as car headlights so as there is no lighting on the path you simply cannot see what is in front of you.”

**WHAT YOU CAN DO**

If this route concerns you, tell your new MSPs about it [www.writetothem.com]. Point out that SNP Minister **John Swinney** promised Parliament in 2007 that the government would invest in “cycle links” to the bridge - and yet parts of the route are still in a dreadful and indeed dangerous state. Give your own views and experiences. Point out that this is not just a local commuter route, but is used by cycle tourists from around the world, heading north from the Capital – it should be a flagship experience!

It's notable that if the A90 was a trunk road the path might well have been built long ago via the **trunk road cycle initiative** from the huge trunk road £100m's funding pot. But, oddly, it's not a trunk road, so the path depends on the scraps which government throws to active travel.

Seek assurance that government will share the costs, not leave it all to Edinburgh, so that the worst section is rebuilt this year; and by 2012 this becomes the flagship route that tourists and commuters need and expect.
NEW SCOTLAND? ctd from p1

PAST CUTS & FUTURE THREATS

Our biggest fear is based on experience of the previous SNP government. Although cycle investment rose in election year 2010/11, this followed two years of cuts and returned investment to not much over what the SNP inherited from the previous Lab/Lib administration [p6].

Furthermore, the SNP was keen to scrap the Cycling, Walking, Safer Streets fund. It was only saved in the last Parliament because Green MSPs made that a condition of support for the first SNP budget – but now the SNP doesn't need extra votes. Loss of CWSS-type funding would be a massive disaster for cycling investment throughout Scotland [eg. see p4, W Lothian and Edinburgh].

The government also carefully confuses cycle funds with 'low carbon' vehicles. So, in the 2011/12 budget, £4m extra for Sustainable & Active Travel actually goes mainly to electric cars [Spokes 109]. The SNP's Future Travel Fund [average £10m p.a. for 5 years] is equally hazy.

TRUNK ROADS

The SNP (like all the big parties) had a hugely costly manifesto trunk road expansion programme - including a new Forth Bridge, Aberdeen bypass, and big upgrades to the M8, M74, M73, A90, A9 and A96. It's hard to see how encouraging more and longer car trips fits with the M8, M74, M73, A90, A9 and A96. It's hard to see how encouraging more and longer car trips fits with the 2020 “world-leading statutory target” of 42% climate emission cuts [RPP]. Also trunk roads gobble up transport funds, leaving only scraps for walking and cycling.

WHAT SHOULD HAPPEN

A Spending Review, setting spending patterns for the next 3 years, is expected soon. If government is serious on its RPP milestone, and its manifesto promise on active travel, cycle investment must rise substantially in the Spending Review [and so in future budgets]. The Spokes 2011/12 Budget Submission to Parliament [website – downloads – national] proposed, with justifications, how funding should be decided and managed. In summary, the Spending Review should promise the following...

◆ A £10m a year CWSS fund [with some rule revisions] to ensure basic active travel work in all Scottish councils.

◆ £10m a year allocated by the Sustainable Transport Team to Sustrans, Cycling Scotland, Bike Station, etc.

◆ A new £30m a year fund open to bids over a certain level by any relevant body, such as Transport Partnerships, ScotRail, BWB, business organisations and, primarily, local authorities. This would enable enthusiastic councils and others with ideas, plans and expertise, to progress rapidly with substantial projects to raise cycle use – projects which currently have no realistic funding source.

WHAT YOU CAN DO

Government investment really matters, right across Scotland. With a Spending Review expected, please email your new MSPs [www.writetothem.com]. Tell them the type of measures you want to see. Point out the RPP milestone and ask how it is to be reached. And if they are SNP remind them of their manifesto promise!

ESSENTIAL CONTACTS

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

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

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

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