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St Martins Centre, 232 Dalry Road, Edinburgh EH11 2JG - this is a postal address, Spokes is a voluntary body with no staff.

## CASH CUT AVERTED?

On the very last day of the three-month 2015/16 budget process the Scottish Government added a further £3.9m for active travel infrastructure.

We thank *you* if you were one of those who emailed MSPs when we revealed that the "additional" £10m in Finance Secretary **John Swinney's** draft budget speech in fact masked an overall cut [Spokes 120]. Many MSPs raised this but we especially thank **Jim Eadie MSP**, who met the Finance Secretary, and **Patrick Harvie MSP** who highlighted active travel in budget negotiations.

It is still unclear if 15/16 cycle investment will equal or even exceed 14/15's record [p7]. Mr Swinney's above £10m was promised for 'infrastructure', but in fact £5m went to *Smarter Choices*, which includes modal shift to bus, car-share etc, so less goes to cycling/walking. On the other hand the *Future Transport Fund* may provide more than expected; and there could be other sources later like the £7m in 14/15 from Forth Bridge underspend.

In any case, however, the total gives little hope for the 2020 government 'vision' of 10% of trips by bike.

## TRANSPORT STRATEGY

Edinburgh's 2014-2019 **Local Transport Strategy**, [featured in Spokes 118] is bringing some great projects, unique in Scotland – though there are setbacks too. **Glasgow is also chapping at the capital's door** and even surpassing Edinburgh in some respects [p8].

**The LTS builds on earlier successes:** the 2011 census found growing walking, cycling and bussing for work trips, all beating national trends, while car use fell significantly. Edinburgh was also the only area where the proportion of car-free households was rising - doubtless due in part to the flourishing City Car Club [[spokes.org.uk](http://spokes.org.uk) : documents : local : Edinburgh : transport policy].

**Most Edinburgh streets are to become 20mph** [apart from a 30/40mph arterial network] after a major consultation found wide support [p4]. Edinburgh has now asked the Government to consider a rule change so that 20mph is the default urban speed [p7].

**The Council also plans 11 School Streets projects** - roads around the school will be traffic-free for 30-60 minutes at opening/closing times. Only five had been

**Inside**

- ♦ **Public Meeting: Edinburgh City Centre** [p2]
- ♦ **Abellio – New bike/rail opportunities** [centre]
- ♦ **Glasgow v. Edinburgh: who's on top?** [back]

## SUPERHIGHWAYS

Transport for London has approved groundbreaking plans for segregated onstreet N-S and E-W cycleroutes, 20+ miles in all, setting a completely new UK standard.



We don't have space for details but the picture speaks for itself! More info and a fly-by video of the proposals at [mayorwatch.co.uk](http://mayorwatch.co.uk) [search for *superhighways*; Feb 4 news].

**The plans present a huge challenge for Edinburgh's proposed east-west city-centre route.** Locations such as Leith St [p3] and Haymarket are tricky but London shows that if there's a will there is a way. *Do we have the will?*

intended, but the plan was more than doubled as so many schools were keen [[spokes.org.uk](http://spokes.org.uk), news 23.12.14].

### BUS/CYCLE LANE RETREAT

Sadly, the council is at the same time negating its own LTS policies to *prioritise buses* and *enhance bus lanes*. Instead the council wants to experiment with **bus lanes made peak-period only, and scrapped on Saturdays**.

More cars and lorries, with their fumes, splashing and noise, will be next to the footway *at the very time that kids walk home from school, parents are out with the push-chair and families on Saturday outings*.



Novice cyclists who might have gone to the shops in an off-peak lane with just the occasional (well-trained) bus driver are less likely to do so. Even the confident cyclist will have a less pleasant journey. And why do this when there is little congestion outside peak hours?

**At the very same time, Glasgow is consulting on converting its peak-hour bus lanes to all-day.**

We are truly shocked – this is so at odds with the Council's policies and ambitions. **If you agree please speak to your councillors: it's not too late to scrap this costly trial** [More: [spokes.org.uk](http://spokes.org.uk), Jan 31/ Feb 6 news].

**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!**

## 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.

**More Edinburgh rides/events** [www.cycling-edinburgh.org.uk](http://www.cycling-edinburgh.org.uk) – includes 'very easy' rides, regular rides, weekend rides...

**Thurs 26 March: Spokes Spring public meeting**

### EDINBURGH CITY CENTRE + BIKES

**Cllr Lesley Hinds** Transport Convener, Edinburgh City

**Richard Darke** Projects Manager, Essential Edinburgh

**Prof Tom Rye** Director, Napier Transport Research Institute

**Big city-centre decisions are due in 2015. Will we see a more people-friendly, less traffic-filled, public realm?** How bold will be the Council's east-west city centre route? Will Princes St get a traffic-free side (or two)? Will Leith St get cycle provision? What happens when the experiment in George St ends? Is a bike-share scheme likely soon?

**Venue:** Augustine United Church, 41 George IV Bridge

**Time:** 7.30. Open 6.45 for coffee, stall, exhibition and chat

**Format:** The three speakers, then a one-hour panel Q&A.

**More info:** [mknottenbelt1\[AT\]gmail.com](mailto:mknottenbelt1[AT]gmail.com) 07501 381018.

Apr 18 **Farmers Market** first 2015 Spokes stall, Castle Terr

Apr 25 **Pedal on Parliament 4** [www.pedalonparliament.org](http://www.pedalonparliament.org)

June 11-21 **Edinburgh Festival of Cycling** [edfoc.org.uk](http://edfoc.org.uk)

**Spokes members get the EdFoC program in our May mailing**

**Provisional Spokes EdFoC dates** [see website to confirm]

Jun 15 **Bike/Rail Spokes Public Mtg**, John Dietz, Abellio

Jun 17 **Bike Breakfast** City Chambers Quad 7.45-9.45

**Other dates and info:** [www.spokes.org.uk](http://www.spokes.org.uk), events column

## MISCELLANY

- ♦ **Cycling in the Lothians** Our autumn public meeting was packed out; the janitor estimated nearly 150 people! Full reports at [spokes.org.uk](http://spokes.org.uk) [news 25.11.14 & 26.11.14].
- ♦ Our 2015 **Summer Competition** will probably repeat 2005's *My Favourite Bike Ride*. Entry info and prize list later, in our Summer Bulletin. The 2005 prizewinning rides booklet is still available, free on request when you buy a Spokes map. **See also our wonderful previous comps** such as *Cycling Jokes*, *Favourite Rides*, *Path Art* at [www.spokes.org.uk](http://www.spokes.org.uk) : downloads : odds&ends : competitions
- ♦ **Finding Council cycle facilities** - such as the family network routes, or onstreet bike parking. Use the great GIS atlas at [edinburghcouncilmaps.info/atlas/cecAtlas.html](http://edinburghcouncilmaps.info/atlas/cecAtlas.html)
- ♦ **Rent out your bike** A new service enables you to hire out your bike – or to rent someone else's. [Spinlister.com](http://Spinlister.com)

### SPOKES MEMBERSHIP RENEWAL

*Members whose mailing includes a renewal form should now renew for 2015. Do it now! - see instructions in your mailing. Members not getting a renewal form are up to date for 2015.*

### ☺ THANK YOU ☺

*Spokes is funded by donations from our 1000+ members and sales of our unmissable maps. Thus we can speak out without fear or favour, not worried about losing funds. Join Spokes! Download or phone for application form.*

## ANDY HUNTER

All who knew Andy were hugely sad to hear of his death, from an underlying heart condition. Among his numerous contributions to the world were the many varied things he did for Spokes. The picture is from one of his 'StoryBikes' rides – combining his loves of cycling and storytelling.



## SUPER(?)MARKETS PROJECT

One might expect good bike parking and access to be a given at every supermarket wanting to attract customers – and insisted on by a council aiming for 10% of all trips (many of which are for shopping) to be by bike in 2020.

Sadly our experience is different. A few are exemplary, but we also see existing bike parking ripped out, with no replacement, to extend trolley racks. We see stores with dreadful access to the site and/or the parking. And some new stores, often the small 'Express' shops, have no parking at all, despite Council parking standards.

We are planning an Edinburgh supermarkets survey to assess the scale of the problem and then devise material to help people tackle their local store management. We may go further – for example, try to engage with Regional Managers to ensure all their stores meet a high standard. Any materials we produce should also help local shops.

**We will ask members to assess nearby stores, and we hope also to find people interested in taking action.**

### A LIDL SUCCESS

Dalry Road Lidl used to have exemplary bike parking [Spokes 97] – Sheffield racks, covered, nicely spaced, near the door, beautifully signed – and well used. Then they were reduced, for more trolleys. Finally, in September, the



*New Lidl Dalry Road bike shelter [ & it's near the door ] DdF rest disappeared. Being near the Spokes office we made a special effort, tweeting and emailing not just the local office but the UK and German HQs, and asked others who use the store to do the same. The outcome is exemplary! [Full story: [spokes.org.uk](http://spokes.org.uk) : documents : local : useful decisions]*

### SPOKES BULLETIN INFORMATION

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# CITY CENTRE

*If anything on this page concerns or encourages you, contact your councillors!! See p8 or use [www.writetothem.com](http://www.writetothem.com).*

With our March 26 public meeting on the city centre, and with big city centre decisions coming in 2015, we report on cycling issues likely to arise, and how to comment.

## CITY CENTRE EAST-WEST ROUTE

A huge challenge for the Council will be its **Roseburn to Leith** project. Will this be a bold main-road route like the London Mayor's N-S and E-W superhighways [p1] or a back-street route with frequent turns, detours and even cobbles? The quality and status of the route depends in part on many other decisions, such as those below. **Bold and integrated cross-departmental transport/planning thinking is vital.**

## GEORGE STREET SEGREGATED EXPERIMENT

September 2014 saw Edinburgh's first segregated onroad route opened [Spokes 120]. Some modifications have already been made, to improve crossings and try to stop motorist intrusion. We welcome the experiment but have concerns...

- ◆ End connections are poor [in advance of the east-west route]
- ◆ The Frederick and Castle St junctions are problematic
- ◆ The pavement cafe designs cause blind spots.
- ◆ Princes St is a stronger cycling desire-line than George St and serves some other uses – safe cycleroutes are needed in both

The Council is to consult on future George St options – with segregated cycling but various layouts. **In September the street is due to revert to 2-way motor traffic until a new scheme is agreed and legalised - which could take a year.** Councillors must act **now** so the experiment stays until a new scheme is ready. Early surveys suggest it is very popular: 72% find George St now 'more enjoyable' and only 1% less!

For more background, see our pre-experiment submission at [spokes.org.uk](http://spokes.org.uk) : documents : local : Edinburgh : city centre.

To comment on the **scheme** itself email [iain.macphail](mailto:iain.macphail@edinburgh.gov.uk) [AT] [edinburgh.gov.uk](mailto:edinburgh.gov.uk). On the **timing**, email your councillors.

## PRINCES STREET FUTURE

Scotland's premier street has too little space for walkers, cyclists are squeezed and its visual splendour compromised.

In 2013 the Council proposed a traffic-free side on both Princes and George Streets - but Princes St was dropped in the face of trader and bus opposition and tram uncertainty.

Astonishingly, the plan included a Princes St bike ban on the traffic-free shops side [Spokes 116]! Yet a 2010 report to the Council by Copenhagen architect **Jan Gehl** said walk/cycle priority is "a necessity" if Princes St is to attain its "huge potential" and cease being a "big bus station" [[spokes.org.uk](http://spokes.org.uk) : documents : local : Edinburgh : Princes St].



**The Council now needs a plan to prioritise walking and cycling in both streets: also with both tied in to the Council's planned city-centre east-west cycleroute.**

The Council fears Princes St tramline crashes; but most are because traffic prevents good positioning or forces 'straight-ahead' cyclists sideways. A cycle route would solve this. And to reach George St you often have to cross tramlines anyway!

## LEITH STREET & PICARDY PLACE

Segregated cycle facilities are promised up from Pilrig to Picardy Place as part of the government-supported 'exemplar' Leith Walk scheme. It is vital for these routes to continue up **Leith Street** to Princes St, and to link Leith's residential, employment and leisure areas with housing and education in South Edinburgh. Leith Street is also critical to the above city-centre east-west route being really successful.

However Leith Street has been subsumed into the massive St James Quarter\* plan. This includes a segregated route, but only up to Calton Rd. Spokes has objected, calling for one traffic lane to become cycleroute [[spokes.org.uk](http://spokes.org.uk) 26.1.15 news].

**It is not an easy fight, so please ask your councillors to support this. Details on our website [[spokes.org.uk](http://spokes.org.uk), Jan 26].**

\*Other than Leith Street, the development has some innovative pro-cycling measures, including shared pedestrian/cycle lifts within its main shopping centre! If properly designed it could also provide a segregated route direct from St Andrews Square to the top of Leith Street – connecting to a Leith Street cycleroute.

## CITY CENTRE DELIVERY



When we saw that the Council Transport Forum was to discuss city centre van deliveries, Spokes suggested inviting **Nino Allenza** of **b-spokes**, a local cargo-bike company.

Their presentation was a revelation and the Council is now to investigate cargo-bike delivery. DHL area manager **Martin Dunlop**, who already subcontracts to b-spokes, calls them "the perfect solution" for small parcels. Deliveries are 25% faster, and one van taken off the road saves £10,000 a year.



For more, google *cargo bicycle* then click *Images*. How about this one, with a sophisticated cooling system, used by Nordisk Cryobank to transport sperm to Copenhagen clinics!

# WIDER EDINBURGH

If anything on this page concerns or encourages you, contact your councillors!! See p8 or use [www.writetothem.com](http://www.writetothem.com).

## ARTERIAL ROADS

With Edinburgh's groundbreaking city-wide 20mph project approved [see col 2] attention must turn to cycling conditions on **the remaining network of 30/40mph arterial roads** - often the most direct and least hilly routes for cycling trips.

Unfortunately urban 'A' roads are 5 times less safe than other urban roads [UK data for deaths per million km cycled, Spokes 117]. Edinburgh's arterial roads may well worsen as the 20mph scheme persuades rat-running drivers to revert to them. Main roads with all-day bus lanes will worsen too if the council persists in its plan to make them peak-only [p1].

The Council's Active Travel Action Plan, ATAP [2013 update] includes an action to review provision for cyclists on main roads by end 2014, and complete all upgrades by end 2017 [by when the 20mph implementation will also be complete]. However, by early 2015 this review had not even begun.

**The new role of the 30/40mph arterial network further strengthens the case for segregated cyclist routes, both for safety and to encourage more people to travel by bike.**

And ... the West of Scotland is already stealing a march on Edinburgh, with work due soon on a segregated route along the busy A81 Milngavie-Bearsden arterial commuter road [Search for *Bears Way* at [eastdunbarton.gov.uk](http://eastdunbarton.gov.uk)].

## FIETSSTROOK

Edinburgh is set to be one of the first UK councils to trial this Dutch approach to better cycling conditions on narrow rural or other roads with lightish traffic. The central white line is removed and advisory cycle lanes installed, leaving a central road width too narrow for cars to pass each other. Motorists may enter the cycle lanes, especially when traffic approaches, but should be more conscious of cyclists and more wary of other traffic - so tend to keep speeds down.



Edinburgh's trial will be in **Gogar Station Road**, long a source of complaint over speeding traffic, even more so since the massive RBS HQ opened. A full evaluation will include speeds, conflicts and cyclist/driver feedback.

Unlike the Dutch picture above, we think the council is *not* planning coloured surfacing - a potential flaw given that strong driver awareness of the lanes is vital.

## YOUR LOCAL SMALL IDEAS

Suggested **onstreet bike parking locations** should be sent to cycling [AT] [edinburgh.gov.uk](mailto:edinburgh.gov.uk). Ideas for small projects like useful **drop kerbs** or new **access points** should go to Neighbourhood Teams, who have small budgets for such schemes [search for *neighbourhoods* at [edinburgh.gov.uk](http://edinburgh.gov.uk)].

## BIKE SHARE:

***"It's a damn sight faster by bike"***

If the City Council's Transport Policy & Planning Manager, can say it, so can we! When a councillor at the Petitions Committee asked if cycling in the city might be a bit slower than some other means of transport, that was the answer from senior official and regular bike commuter **Ewan Kennedy!**

A 750-signature petition, supported by Edinburgh and Queen Margaret University student presidents, had called for an Edinburgh Bike Share scheme. But spurred by Glasgow's 400-bike **NextBike** operation the Capital is already talking to potential sponsors, including JC Decaux who operate Paris Velib. A Committee report is promised for March.



## USEFUL BIKESHARE FACTS

- ◆ **Dublin's scheme**, now with 1500 bikes and 50,000 users, is used by locals even more than tourists. Over 40% of local users had seldom or never before cycled in the city!
- ◆ Speaking at Cycling Scotland, **Mayor Montague**, who set up DublinBikes, contrasted its success with Melbourne's floundering compulsory-helmets bike share operation.
- ◆ International research shows that **Bike Share schemes are very safe**. Compared to 'ordinary' cyclists, Bike Share users are *less likely to use helmets* and *less likely to have a crash or head injury*. No one knows why ... are drivers more careful? or do users avoid fast roads?

References: [www.cyclehelmets.org/1192.html](http://www.cyclehelmets.org/1192.html)

[www.cycle-helmets.com/cycleshare-sep-2014.pdf](http://www.cycle-helmets.com/cycleshare-sep-2014.pdf)

## 20MPH : THANK YOU !

Councillors have approved plans, the first in Scotland, for 20mph in all streets other than an arterial roads network.

Sadly, Scotsman and 'News' editorials were antagonistic but, delightfully, the **Scotsman Motoring Supplement** gave support, "*Predictably many motorists are up in arms..*" but studies had found serious accidents down 53% and child pedestrian casualties down 74% .. "*Hard to argue with that.*"

The Council's huge public consultation, with over 2500 replies, was also very convincing. The plan was supported by 71% of women, 55% of men, 72% of parents, 52% of regular car users and 74% of regular cyclists. Indeed, only one group, motorcyclists, was identified as being against.

**We thank all Spokes members who responded to the consultation, and those who emailed, tweeted or blogged to encourage councillors to stick to their guns when the press became hostile. We know that this was appreciated.** Some of the best blogs are at [deceasedcanine.blogspot.co.uk](http://deceasedcanine.blogspot.co.uk).

A vote on a 3-year (or less) implementation plan is due in March. The omission of certain roads is disappointing, but the overall scheme is very extensive and the principle is now in place - making it easier for local people to fight for more!



## NEW MIDLOTHIAN MAP *out late March*



- Other Spokes bike maps: Glasgow, Edinburgh, E Lothian, W Lothian
- Maps £5.95 in the shops [Glas £4.95]
- **Special prices if you order by post:** £5 for one, £4 for second, £3 others
- **Post-free.** Cheques to 'Spokes'
- **New Edinburgh & Glasgow maps** out hopefully in summer 2015
- **Users say:** *a joy to use, wonderful*
- [spokes.org.uk/spokes-maps](http://spokes.org.uk/spokes-maps)

## Bikes, tandems + trikes @LaidBackBikes



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*Laid Back* f t

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# MISCELLANY - it's a squeeze – there's too much going on!

## CITY BUDGET 2015/16

**Stop Press:** Edinburgh Council has just passed its budget...

- ♦ **8% of capital and revenue transport budgets go to cycling, continuing the Council's UK-leading policy of 5% rising 1% a year.** The revenue enables many routine benefits such as gritting of most major cycleroutes while the capital attracts big Sustrans 50/50 project match funds.
- ♦ All parties except the Conservatives supported the policy.
- ♦ The budget includes an extra £5m for road and footway improvement, and of course 8% goes to cycling. Much of this also helps walking - path gritting for example.
- ♦ Green councillors wanted supermarket & workplace levies similar to our idea [p7] – but this needs Scot Govt action.

## FORTRESS WAVERLEY

We thank **Cllr Lesley Hinds** and **Mark Lazarowicz MP** for keeping strong pressure on Network Rail over Waverley access, where walkers and bikes have to co-exist on a narrow footway whilst the adjacent roadway is empty. Cllr Hinds has asked NR's Chief Executive, Mark Carne, to Edinburgh



*A squeeze even without bikes & prams broughtonspurtle.org.uk* for talks. The situation had to be “taken to a higher level to get sorted” she said. There are also problems for people with disabilities and for taxis. [More info: [spokes.org.uk](http://spokes.org.uk), news 4.7.14] **If you are affected:** ask your MP & MSPs to tackle NR too.

## HAYMARKET TRAMLINES

Cyclists continue to crash on Edinburgh's tramlines. Going by the 2-4 reports we receive each month, there are as many at **Haymarket** (coming from Morrison St) as everywhere else combined. Many are to regular travellers, not novices - perhaps forced sideways by traffic, distracted by a pothole, or in very wet weather [[spokes.org.uk](http://spokes.org.uk) news 10.4.14].

As part of its city centre east-west cycleroute the Council is assessing our segregated Morrison St link idea, to bypass the danger point [Spokes 118] – our proposal will only work as part of such a wider scheme. Meantime they will mark with red surfacing what for most people is the safest present route. This won't stop all crashes, but should reduce them.

It is becoming apparent that one reason for crashes may be that parts of the tramlines are marginally too high – so tyres sometimes skid along the track rather than falling in.

Meanwhile Thompsons solicitors announced that the first of 60 cases against the Council goes to court in November. Victims include a senior police officer, firefighter and doctor, whilst injuries include broken jaws and a run-over foot.

## ACTIVITY -> HEALTH

### THE SECRET OF A LONG LIFE

Britain's oldest person, **Gladys Hooper**, 112, explains... “I prefer being busy than idle ... always being active keeps you young” - adding that she doesn't feel a day over 70 !!!

### ACADEMICS AGREE WITH GLADYS

A Cambridge University study of 330,000(!) people found that whilst being overweight increases your chance of early death, inactivity is more important – regardless of whether you are slim, medium or obese [[road.cc](http://road.cc) news 15.1.15].

Researcher **Prof Ulf Ekelund** said, “Twenty minutes of physical activity should be possible for most people on their way to work, or in lunch breaks, or instead of watching TV.” **Prof John Ashton** of the Faculty of Public Health, said the government must do more to encourage people to cycle: “We need substantial investment in cycling infrastructure.”

## ROAD SAFETY

### WAR, DISEASE AND WILD ANIMALS

Scottish cycle adventurer **Mark Beaumont** plans to cycle from Cairo to Cape Town. Of the many dangers Mark says, “the one I'm always most worried about is traffic accidents.”

### NOT SO SMART PHONES

Reaction times of drivers at the (English) drink-drive limit are slowed by on average 12%, but a hands-free call has a 26% effect and use of a 'smart'phone 38%. The researchers call this 'anti- social networking' and estimate that 3½ million drivers pose this threat [[search for smartphones at iam.org.uk](http://search for smartphones at iam.org.uk)].

## AROUND THE FORTH

### BONESS-BLACKNESS COASTAL PATH

This important section of the Round-the-Forth route has opened: very attractive and avoiding a hill climb, though with



*Blackness-Bo'Ness path on a foggy Boxing Day DdF*  
a few narrow sections. Significant work was needed to build new sea defences. Thank you Sustrans and Falkirk Council!

### CLACKMANNAN & THE BATHGATE HILLS

**Clackmannanshire** has been a top council in our funding survey for some years [Spokes 120]. A particular innovation is its cycle/walk-friendly road scheme, under which most rural minor roads have had speed limits cut from 60 to 40 or less, with the roads signed at entrances and repeatedly. The council now gets requests for extensions and further speed limit cuts [[www.clackweb.org.uk/transport/friendlyroads](http://www.clackweb.org.uk/transport/friendlyroads)].

**West Lothian Council** is considering something similar in the area between Linlithgow and Bathgate / Livingston - the **Bathgate Hills**. The Council welcomes comments. Email cycling officer [deborah.paton@westlothian.gov.uk](mailto:deborah.paton@westlothian.gov.uk).

# SCOTTISH GOVERNMENT INVESTMENT

## 2015/16: UP OR DOWN?

Despite the extra £3.9m announced on budget day [p1] it's still impossible to know for sure if total government cycling investment in 15/16 will be up or down on 14/15!

### WHAT'S GOOD

- ◆ This year, 14/15, is a record due to £10m added in last year's budget plus £7m from Forth Bridge underspend.
- ◆ The draft 15/16 budget meant a cut [Spokes 120] but, thanks to campaigning, the £3.9m was then added [p1]. So if 15/16 ends down on 14/15 it won't be by much.
- ◆ Last year **Patrick Harvie MSP** was told provisionally that £5m of the £20m 15/16 *Future Transport Fund* would be for cycling/walking. Our calculations assume £5m – but it could be more and is unlikely to be less.

### WHAT'S NOT GOOD

- ◆ At under 2% of the transport budget, £7 per person, there is no hope of meeting the government 'vision' for 10% of all trips to be by bike in 2020 [i.e. just 5 years].
- ◆ We revealed that £5m of the “*additional £10m*” for “*walking and cycling infrastructure*” promised in the Finance Secretary's speech on the draft budget was *not* for infrastructure but for *Smarter Choices* – to promote transfer from car to any sustainable mode [Spokes 120]. If his speech had been correct the £1.7m in the table would be near zero but the £27.9m would be £32.9m.
- ◆ Because of the above, infrastructure investment may be down somewhat even if total cycle spending rises.

## CYCLE INVESTMENT TABLE

This summary table is of *government cycle investment*, including walk/cycle projects. It overestimates because all Sustrans funds are counted, which include some walk-only. It excludes the ~£8m allotted or raised by councils [Spokes 120].

The way funding appears in the budget is very complex. We therefore mainly show funding *destinations*, not *sources*.

[£million]	10/11	11/12	12/13	13/14	14/15	15/16
Cycle CWSS [a]	4.0	4.0	3.3	3.2	~4.5	~4.4
Sustrans [b]	7.7	5.8	9.7	11.9	26.3	*
Cycling Scotland	1.3	2.3	2.0	2.4	2.6	*
Trunk roads [c]	~2.0	~2.0	~2.0	~2.0	~4.6	~2.0
SCSP [d]	1.0	0.3	0.3	0.2	~0.1	~1.7
Other [e]	0.4	0.6	0.6	0.7	~1.0	~1.0
Not yet allocated	-	-	-	-	-	*27.9
<b>Total cycling</b>	<b>16.4</b>	<b>15.0</b>	<b>17.9</b>	<b>20.4</b>	<b>~39.1</b>	<b>~37.0</b>
Total transport [f]	1864	1812	1893	2019	2019	2108
Cycling % of total	<b>0.9%</b>	<b>0.8%</b>	<b>0.9%</b>	<b>1.0%</b>	<b>1.9%</b>	<b>1.8%</b>

~ Not fully known: estimated, or assumed on basis of previous year.

\* 15/16 still unclear. £27.9m = £3.9m budget addition [p1] + £5m FTF [assumed] + £25m SAT [less £1m eco-drive, green bus etc; less £5m SCSP]. How the total will be split between Sustrans, Cycling Scotland and others has not yet been announced.

[a] *CWSS*: the table shows how much goes to cycling [Spokes 120].

[b] *Sustrans* funding: largely from SAT and FTF. Used mainly for match-funded projects with councils & other partners.

[c] *Transport Scotland trunk road cycle schemes*: PQ S4W16845 suggests average £2m p.a. Extra cash for Great Glen Route in 14/15.

[d] *SCSP*: table shows the cycling element - assume 1/3 of total

[e] *Other govt funds*: incl. cycling element of Climate Challenge

[f] *Total Transport* = Budget transport lines + FTF + CWSS.

## ABBREVIATIONS

*CWSS Cycling Walking Safer Streets* fund based on population.

*SAT Sustainable and Active Travel* budget line. A hotch-potch of mainly walk/cycle but some low carbon vehicles, bus and SCSP.

*FTF Future Transport Fund* Similar aims to SAT – confusing!

*SCSP Smarter Choices, Smarter Places* Publicity & promotion for modal shift to bike, walk, bus, car-share etc. Funded mainly by SAT.

## INVESTMENT 2001-2015

Government cycle investment has been a slowly-rising rollercoaster - as our records show in the table below.

**Sarah Boyack MSP**, Spokes member and former Transport Minister, pressed the start button in 2003 [x] creating the CWSS fund and bike-friendly rules for the then Public Transport Fund. The first SNP government was very disappointing but in 2014 **Keith Brown MSP** gave another big boost [y], adding £10m in the budget followed by £7m from Forth Bridge underspending.

In three years [#] cycle funds were set to fall but a big campaign achieved significant increases, or at least reduced the cuts; though we failed badly in 08/09 [Spokes 95,99,100,112,121]. So complex is funding that some Ministers didn't even realise (or care?) that their plans cut cycling - e.g. abolishing the Public Transport Fund or Regional Transport Partnership capital - till Spokes and others made it undeniable [Spokes 93,99].

Year	Cycling total £m	Inflation adjusted	Total transport £m	Cycling / transport %
01/02^	2.0	2.9	1036	0.2
02/03	2.8	4.0	1081	0.3
03/04	7.6 [x]	10.8	1174	0.6
04/05	8.6	11.9	1249	0.7
05/06	10.4	13.9	1380	0.8
06/07	15.4#	20.0	1700\$	0.9
07/08	14.7	18.6	1794	0.8
08/09*	11.9	14.4	1769	0.7
09/10	11.5	13.4	1892	0.6
10/11	16.4	19.2	1864	0.9
11/12	15.0	16.8	1812	0.8
12/13*	17.9#	19.0	1893	0.9
13/14	20.4	21.0	2019	1.0
14/15	39.1 [y]	39.1	2019	1.9
15/16	37.0#	?	2108	1.8

^ Lab/Lib coalition 1999-2007. \$ Scotland gets rail power

\* First budgets of 1<sup>st</sup> SNP govt 08/09 & 2<sup>nd</sup> SNP govt 12/13

## IT'S NOT JUST CASH

**Here are some great cost-free measures the Scottish Government could implement to boost cycling. Ask your MSPs to take them up!** [use [www.writetothem.com](http://www.writetothem.com)]

- ◆ Change the rules so **bike sheds** which meet relevant criteria are 'permitted development' [Spokes 117]
- ◆ Change the rules so that **20mph** is the default urban speed. This would greatly reduce costs as only 30/40 roads would be signed. Edinburgh City has asked the Scottish Government to do this [Oct 2014 TEC Cttee]
- ◆ Introduce **Presumed Liability** [[roadshare.co.uk](http://roadshare.co.uk)]
- ◆ Allow Councils to collect **a levy on the number of parking spaces** at supermarkets, workplaces and big leisure destinations (over, say, 10 spaces).



## DEAR GREEN(ER?) PLACE

We often hear that Edinburgh is Scotland's top council for cycling policy/action, even if way behind Europe. We agree - but Edinburgh beware! Glasgow is closer than you think.

<b>Red = best policy decision</b>	<b>Edinburgh</b>	<b>Glasgow</b>
Cycle budget [2]	<b>Excellent</b>	Variable
Cycle spend/person 2013 [4]	<b>£7.30</b>	£5.10
Bike Share scheme	No	<b>Yes</b>
Segregated onroad routes	One, trial [7]	<b>More [8]</b>
Gritting most main bikepaths	<b>Yes</b>	No
Bus lane hours [3]	Retreating	<b>Advancing</b>
20mph	<b>Citywide plan</b>	Local areas
Strong community/voluntary	Yes	Yes
Cycle to work usual mode [1]	6.6%	2.9%
Cycle to school, usual [6]	5.0%	2.7%
Households with bike [1]	37.0%	23.0%
Main travel mode bike [1]	2.5%	1.4%
Car-free households [5]	Rising	Falling

[1] Scottish Household Survey 2012/13, Local Area Analysis

[2] Edinburgh allocated 5% of its transport budget to cycling in 2012/13, rising 1% a year till the next election. Glasgow allocates cycle funding on a year-by-year project-by-project basis.

[3] Edinburgh: all bus lanes to be peak-hour only and scrap Sats. Glasgow consulting on converting peak-hour lanes to all-day [p1].

[4] Spokes B'tin 120; includes outside cash raised by council

[5] Census 2011 [6] Sustrans Hands-Up survey 2013

[7] George Street experiment, ending Sep 2015 [p3]

[8] Search for *Kelvingrove route* at [www.gcph.co.uk](http://www.gcph.co.uk)

## WORLD BANK BIKE BLOG

Bikes, as a cheap, efficient and clean form of transport can play a huge role in world development – there are many projects and examples showing this, and already over 100m bikes are manufactured each year (60m cars).



Yet, as pointed out in [1] below, **World Bank** transport investment focuses on 'big' transport rather than everyday mass accessibility. As one example, in South Africa 12m children walk to school, with 1/2m walking over an hour each way. If these kids had bikes there'd be so much more time for study, chores and play. Governments should press the World Bank to do better – **tell your MPs!**

### USEFUL REFERENCES

1. [worldbank.org](http://worldbank.org) [search for *cycling everyones business*]
2. [www.uk.worldbicyclerelief.org](http://www.uk.worldbicyclerelief.org) [great video]

## CLIMATE FOR CYCLING?

Year 2014 was the hottest worldwide ever recorded – and 13 of the 15 hottest have been since 2000. The latest IPCC report says that without rapid emissions cuts the world faces “*severe, widespread, irreversible impacts*” [[www.ipcc.ch](http://www.ipcc.ch)].

Scotland has missed its emissions targets for 3 years, so Parliament's ICI Committee investigated how the 2015/16 draft Scottish Budget would impact on transport emissions [[spokes.org.uk](http://spokes.org.uk) Jan 12 news]. The results were not encouraging..

- ◆ In deciding the budget, the government only considers emissions from *building* a new road, not from its *use*!!
- ◆ Govt should “*review the consequences of infrastructure programmes in relation to emissions targets.*” Witness evidence suggested that trunk road policies would lead to higher emissions (and more congestion in towns).
- ◆ Govt should “*give greater priority to traffic reduction.*”

## PARIS 2015

World leaders meet in December in Paris to agree a new global climate change deal. **Stop Climate Chaos** is campaigning in advance. Details at [stopclimatechaos.org](http://stopclimatechaos.org).

## ESSENTIAL CONTACTS

**To suggest bike parking sites:** [cycling@edinburgh.gov.uk](mailto:cycling@edinburgh.gov.uk)

**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 Edinb/Lothian:**

[Use lamp-post numbers to report location]. 0800.232323 [www.edinburgh.gov.uk/clarence](http://www.edinburgh.gov.uk/clarence). Or [www.fillthathole.org.uk](http://www.fillthathole.org.uk).

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

**Taxi issues:** [licensing@edinburgh.gov.uk](mailto:licensing@edinburgh.gov.uk) [try taxi firm first]

**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

## How to...

## CONTACT YOUR POLITICIANS

**Simplest is to find them all at** [www.writetothem.com](http://www.writetothem.com). **Or...**

**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).

### SNP

Ed Central, Marco Biagi  
Ed Southern, Jim Eadie  
Ed Western, Colin Keir  
Linlithgow, Fiona Hyslop

### LABOUR

Ed North/Leith, Malcolm Chisholm  
List, Sarah Boyack  
List, Kezia Dugdale  
List, Neil Findlay

Ed Pentlands, Gordon MacDonald

### CONSERVATIVE

Almond Valley, Angela Constance  
Midloth N & Muss, Colin Beattie  
List, Cameron Buchanan  
List, Gavin Brown

**GREEN** List, Alison Johnstone

**Local councils: Find councillors + Who runs the council**

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

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

[midlothian.gov.uk](http://midlothian.gov.uk) 0131.270.7500 SNP/Ind [majority zero]

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

**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].