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EDINBURGH TOPS UK

Edinburgh is the first Council in the UK to commit to allocating 10% of its transport budget to cycling as a matter of policy. Speaking to our Spring Public Meeting,* Transport Convener **Cllr Lesley Hinds** confirmed a continuing annual 1% rise, reaching 8% this year and 10% in 17/18, the Council's final year.

*See meeting report at spokes.org.uk [30.3.15 news]

Achievements – where we are going:

1. Increase in cycle spend – 5% - 8% - 10%
slide extract from Cllr Lesley Hinds's presentation

Back in 2008 the **UK Association of Directors of Public Health**, supported by the **Institute of Highways**, **British Heart Foundation**, **Sustrans**, and over 100 other professional, academic and voluntary bodies, called for 10% of all transport budgets to be allocated to active travel [Search for *active travel* at adph.org.uk].

Edinburgh is, we believe, the first UK council [or government!] to accept that challenge. “A shining example” says CTC policy director Roger Geffen.

A few Councils may spend 10% in one particular year, or on a major project, but we can find no other with this policy of consistency and certainty, enabling long-term planning for cycling staff and projects. Even London's exciting superhighways project [Spokes 121] depends on cash specially allotted from the (huge) transport budget.

The clarity of future cashflow also enables Edinburgh to bid very successfully for Sustrans 50/50 match funds, thus **almost doubling** Council cycling investment.

Inside • BIKE/RAIL PUBLIC MTG page 2 • GLASGOW 7-7-7 BUS PLAN .. a lesson for Edinburgh page 3

So far most cash has gone to **outer-city routes** like the A90 [photo p7], Gilmerton-Loanhead, Portobello-Leith; but emphasis now shifts to **central areas**, like Innocent-Meadows-Canal, the £6m+ Roseburn-Leith city centre route [p4] and linking North to South Edinburgh. These routes are politically far more challenging, needing not just cash, but also a strong commitment to reallocate roadspace away from moving and parked motor traffic.



Edinburgh's first segregated onstreet lane under construction, a link in the Meadows-Innocent route *photo DdF*

The Council cycling % policy covers **revenue** as well as capital. This is why, for example, Edinburgh is one of the few councils to regularly grit main cyclist routes in winter. The policy also benefits **pedestrians**, with many of the capital and revenue projects helping both groups.

BIKE/TRAM - A UK FIRST

Bikes are being carried off-peak on regular tram services, a **UK first for Edinburgh Council/ Edinburgh Trams!**



photo: Edinburgh Trams

Edinburgh intends bike-carriage to become permanent if an initial period goes well. Spokes members report all is fine: “No one batted an eyelid,” said one. The trial is being watched by cities like Manchester and Nottingham, who have resisted this common Europe/US practice.

SPOKES TRAFFIC COUNT

Our May traffic count found **car use continuing to fall** at all 4 count points, whilst **bikes were up** at 3 of the 4 points. Bikes were 22.6% of northbound vehicles, 7.5% of southbound and 16.5% overall – the highest % ever.

It was a cool, windy morning, compared to last year's sunny day, and total bike numbers were slightly down – but car numbers fell much more, so the bike % rose.

The results bring some important lessons – see page 3.

The bike trial follows persistent Spokes efforts over several years in the early tram-planning days, backed by individuals lobbying their councillors. We had to return to the issue repeatedly, when earlier decisions were 'forgotten' or management changed.

If only we had been equally successful in our failed lobbying over onstreet tramline layouts, the ensuing series of tramline crashes might well have been less!

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 stuart@snowcycle.co.uk 445.7073.

More Edinburgh rides/events www.cycling-edinburgh.org.uk – includes 'very easy' rides, regular rides, weekend rides...

June 11-21 Edinburgh Festival of Cycling edfoc.org.uk
[Spokes members get the EdFoC program in their mailing]
A superb selection of talks, rides, films including...

Mon 15 June - Spokes Summer public meeting **Bikes and Rail** [more bike/rail on p8]

John Dietz Cycling Strategy Manager, Abellio ScotRail

Sarah Ryan Active Travel Officer, SESTRAN

Speaker t.b.a. Campaign for Borders Rail

Susan Warren Transform Scotland [re. Interchange project]
then a panel Q/A chaired by **Sarah Boyack MSP**.

Dutch company Abellio is now running ScotRail. What does this mean for bike/rail at stations, on trains and from home to destination? What else is going on locally?

Venue: Augustine United Church, 41 George IV Bridge

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

More info: mknottenbelt1@AT@gmail.com 07501 381018.

Weds 17 June - City Chambers, 7.45-9.45

Spokes Bike Breakfast

Stalls, rolls, tea/coffee, councillors to lobby, EBC chain clean & £100 voucher draw, police security marking, etc, etc.

Speakers [8.30ish] **Cllr Lesley Hinds** [Transport Convener]
+ speaker from Parliament Cross-Party Cycle Group.

More info: bikebreakfast@ATspokes.org.uk

Spokes stalls at other events include...

June 27 Canal Festival edinburghcanalfestival.org.uk

July 25, Aug 22, Oct 24 Farmers Market a.m. Castle Ter.

Sep 19-20 Cycle Fest cyclefestedinburgh.com

Other events... See www.spokes.org.uk events column

MY FAVOURITE BIKE RIDE

Our great Summer Competition tradition continues...

This year we want to learn about your favourite local bike ride and why it's so special to you.

Top entries will win one of the great prizes below – first prize chooses first and so on. **Closing date:** Fri Sep 4.

- ◆ **ScotRail:** Return 1st ticket for 2 between any 2 Scottish stns
- ◆ **Edinburgh Bicycle Coop:** £50 EBC voucher
- ◆ **Reiss Hairsalon:** Hair cut and finish **Biketrax:** £25 voucher
- ◆ **Sustrans:** Scotland maps selection **Filmhouse:** Tickets for 2
- ◆ **Camera Obscura & World of Illusions:** Family day ticket [2]
- ◆ **Kalpna Indian Veg restaurant:** Lunch for 2
- ◆ **Peter's Yard:** Jan Hedh Artisan bread book [2]

Note: your entry may be used by Spokes in our Bulletin or website, or in a collection of favourite rides, or in other ways. By entering, you agree that we may do this.

Download an entry form [with full rules] at...

www.spokes.org.uk – downloads – odds&ends – competitions.

Also see our great previous competitions - e.g. *Cycling Jokes, Photo+Caption, Path Art and Cycling Recipes*.

SUPER(?)MARKETS PROJECT

One might expect good bike parking and access at every store wanting to attract customers – and insisted on by a council aiming for 10% of all 2020 trips to be by bike.

Sadly our experience is different. A few are exemplary, but we see existing bike parking ripped out for more trolleys, stores with dreadful bike access, and some new stores, often the 'Express' type, with no bike parking at all.



A tale of 2 Morrison's ... Above: well-spaced Sheffield racks, near store entrance, signed, CCTV, at Ferry Road.
Below: Poorly located wheel-twisters, at Portobello Road.



Our supermarkets project aims to clarify the issues and develop guidance on good provision, for use by shops of all types, by the council and by **you** for lobbying your local stores. Spokes also hopes to engage supermarket regional managers to argue for exemplary area-wide provision, but this depends on volunteer time.

Thank-you if you completed our initial online survey [spokes.org.uk 10.3.15]. We had 127 responses, covering 82 Edinburgh and Lothian stores, large and small. These data may not be representative, but do show types of problems often encountered. Of the 127 responses...

- ◆ most stores were accessed by a busy road with no cycle facilities. Just 17% had an offroad path access, 15% a quiet road and 19% a main road with cycle lanes
- ◆ 24% - no bike parking; 12% - 'wheel-twisters'
- ◆ 66% - bike parking not rain-proof
- ◆ 40% - obstructed bike parking (trolleys, dogs, etc)
- ◆ 40% - bad location security-wise (& no CCTV)
- ◆ 45% - bike park location unsigned or not obvious

SPOKES MEMBERSHIP RENEWAL

Please renew for 2015 if not yet done. If you can't remember if you've renewed, please don't ask – you'll get a final autumn reminder, and you won't miss anything.

☺ **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.

SPOKES BULLETIN INFORMATION

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LOCAL NEWS

If anything on this page concerns or encourages you, contact your councillors!! See p8 or use www.writetothem.com.

A PROMISE KEPT!!

At our 2012 Council election hustings Cllr Lesley Hinds, then Labour Transport Spokesperson, and now Transport Convener, said she was too scared to cycle - but if elected she would have failed if she did not do so by the end of her term of office.

With 2 years still to go, she bought a refurbished (and rather pretty) bike at the Bike Station, and PoP2015 was its first outing! And the latest @LAHinds tweet? "Busy morning! Bike ride to A90 path opening, cycle to meeting in South Queensferry, then home."



TRAFFIC COUNT LESSONS

As summarised on page 1, our May traffic count found bikes up at 3 of our 4 count points, whilst cars were down at all.

- ◆ **Bike use rose** where cycling conditions had been improved - the Meadows area - despite less clement weather than last year.
- ◆ **Bike use fell** at one location - Lothian Road, heading north to the scary West End junction which has seen several tramline crashes in the last year. The Council should now look into a *light-controlled crossing to Hope Street* - linking South Edinburgh to George St and Queensferry St and enabling many (though not all) cyclists to cross the tramlines near 90 degrees.
- ◆ **Car use continued to fall**, giving credibility to the Council's bold Local Transport Strategy target to cut cars from 43% of all trips in 2010 to just 31% in 2020. *The Council must use this ongoing opportunity* to reallocate space to walking, cycling, bus, in a virtuous circle - *not* return bus lane space to cars!

Full count data & background: see spokes.org.uk [13.5.15].

MIDLOTHIAN MAP [maps offer on p5]



Map extract Tim Smith

The long-awaited 4th-edition Spokes Midlothian bike/walk map is out, featuring...

- ◆ The **Borders Railway** and associated cyclistroute changes
- ◆ New path **under city bypass**, from Edinburgh/Gilmerton
- ◆ **Main towns:** larger-scale, updated street maps
- ◆ Spokes **bike-friendly map design:** busier / quieter roads, gradient & distance markings, off-road paths shown boldly, places to visit, and more...

SCHOOLS INITIATIVE

We had 100 leftover maps of edition-3, and offered them free to Midlothian schools. We were overwhelmed and various primary and secondary schools are now using them for local studies, maths lessons, mapping, school rides, etc...

GLASGOW 7-7-7 [Edinburgh zero]

Glasgow City Council has given Edinburgh a clear lesson in sustainable transport policy, and in consulting the public on important changes, with its recent decision to rationalise all bus lanes times at 7am-7pm, 7 days a week.

In contrast, Edinburgh proposes to **scrap Saturday bus lanes** and **make all other bus lanes peak-hour-only** for a 1½-year experiment, with a view to becoming permanent. Also, motorbikes will be allowed in bus lanes at all times.

Like Edinburgh, Glasgow has a hotch-potch of differing bus lane hours, and felt this was too confusing for motorists.

Unlike Edinburgh, Glasgow consulted on a range of options: 7am-7pm, 24/7 or peak-hour only. **The responses pointed clearly to 24/7 or 7-7-7** and councillors decided to approve 7-7-7 (subject to statutory TRO processes).

IS THIS CONSULTATION ??

In contrast, Edinburgh sent an 'annual bus lane survey' to groups like Spokes. A covering letter said the council might allow motorbikes, but didn't mention bus lane time changes. Two of the 16 survey questions were about satisfaction with bus lane times - we replied that times should be extended.

The report to councillors gave *no feedback at all* from this 'annual survey' in respect of bus lane timings. Despite this it proposed the 1½-year peak-hour trial, discussing in detail the effect on buses, but *not mentioning walkers or cyclists*.

Edinburgh knows how to consult - its School Streets and 20mph consultations were exemplary. So why is the public sidelined in this major transport policy change?

DOES TRANSPORT POLICY MATTER ??

Glasgow's 7-7-7 decision was taken "in the context of Council policies." In contrast, Edinburgh's plan is way out of line with its own *Local Transport Strategy*, which states...

- ◆ The Council will presume in favour of giving buses and trams **priority** over other motorised traffic [policy PubTrans1]
- ◆ The Council will ... **maintain** the bus lane network ... and **extend or enhance** it ... [policy PubTrans7]
- ◆ The attractiveness of cycling is dependent on the degree to which the road network is dominated by .. motor vehicles [sec 9.2].



WHAT IT MEANS FOR YOU

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*.

Novices who might have tried cycling to the shops in an off-peak lane with just an occasional (well-trained) bus driver are less likely to do so. Even those people confident on a bike will have a less pleasant journey.

WHAT HAPPENS NEXT ??

Many people have objected to the draft Orders for the 1½-year experiment [spokes.org.uk, 16.2.15]. **Will the Council listen? If Edinburgh wishes to rationalise bus lane hours, it should first consult on all the options - like Glasgow.**

LOCAL NEWS [ctd]

If anything on this page concerns or encourages you, contact your councillors! See p8 or use www.writetothem.com.

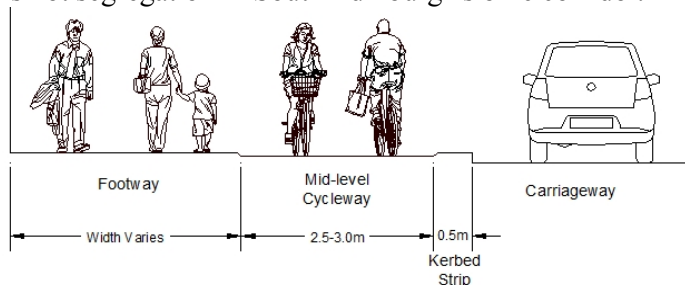
There's more information on several of these items at spokes.org.uk : documents : local or search at spokes.org.uk.

CITY CENTRE EAST-WEST ROUTE

This route will link Edinburgh's north and west cycle networks at Roseburn, to and through the city centre at George Street, and on to Leith. To achieve the promised high quality largely segregated route is a big political, financial and technical challenge for the Council.

The **likely cost**, £6m-£8m, is feasible only because the council's cycle budget [p1] is agreed and substantial – and so can attract significant Sustrans match-funding.

The Council has to reallocate significant space from parked and moving motor traffic. Technically this may be easy but **political courage** is the issue – this is why there is not segregation in South Edinburgh's bike corridor.



Main-road sections design concept *Edinburgh Council*

To our disappointment, the route will not use Princes St – the competing demands of bus, tram and walking are considered too difficult at present, and George Street is the Council's current priority - though segregated Princes Street provision is still a future option.

One very tricky section is city centre to Picardy Place, where York Place seems the Council's most likely option. We see Leith Street as equally or more important - it also caters for south Edinburgh to Leith. Decisions are tied in with the St James development [spokes.org.uk 26.1.15].

ROSEBURN TO CHARLOTTE SQUARE

Early workshops with Spokes, Pedal on Parliament and Community Councils discussed options for the somewhat easier Roseburn to Charlotte Square section. The agreed route follows the A8 from Roseburn to Rosebery Cres, but for bus/tram/traffic reasons the council vetoed continuing via Haymarket, so it then uses back streets [with cycle facilities] to Charlotte Sq. This rules out our proposed Haymarket tramline-crash solution [Spokes 118].

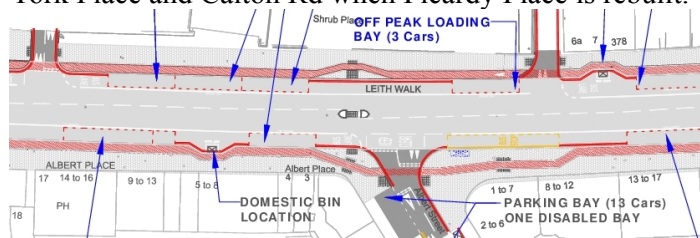
The A8 section is direct and passes near the station and many handy shops at Roseburn and Haymarket Terrace – even this gives the council plenty headaches negotiating shop loading and parking! Its design will probably be similar to the segregated links in the Innocent-Meadows route [see p1 photo and the sketch on this page].

Despite the Princes St/ Haymarket disappointments this is **Edinburgh's first lengthy segregated main-road route, which we hope will lead the way for other arterial roads**. Reaching so near Haymarket it also gives scope to lobby for future extension to Princes Street.

The Council (with Sustrans match-funding) is now designing Roseburn to Charlotte Square in more detail. **A full public consultation is expected this summer.**

LEITH WALK

As we predicted [against wide scepticism!] Council plans for the next **Leith Walk** phase, up from Pilrig, do have segregated cycle provision - which will continue to York Place and Calton Rd when Picardy Place is rebuilt.



Leith Walk, extract from consultation drawing

Exhibition: June 11, 4-8pm, McDonald Road library

Sadly, to preserve traffic space the Council still refuses to continue cycle facilities to the top of Leith Street.

If the tram later comes to Leith Walk, the segregated lanes will be a strong argument to extend segregation to the Foot of the Walk when the road there is again dug up. At our City Centre public meeting, **Cllr Hinds** said buses could use the tram lane, which reduces pressure on space.

OTHER BIG CYCLING DEVELOPMENTS

The final major **A90 path section** is complete, to great acclaim! [picture, p7] A few minor works and full signing from City to Forth Bridge are due shortly.

All **cycle lane/ASL white lines** are to be repainted this year – thanks to an addition to the Council's transport revenue budget, of which 8%, of course, goes to cycling.

Thanks if **you** emailed councillors about **George Street** [Spokes 121]. To design, consult and build the final layout (with bike segregation) may take a year or more; so the Council has now agreed to look at interim bike facilities.

The council is working on its commitment to review all **one-way streets** 200(!) to enable 2-way cycling in most. To suggest priorities, email cycling@edinburgh.gov.uk.

The long-promised review of **arterial road cycling** is at last going ahead. Times have changed in the city, and the review should now include segregation options.

GO GLASGOW!!

Glasgow has agreed a major **city centre transport shakeup** - part of a strategy to create a 'vibrant' people-friendly centre. [See spokes.org.uk : links : governments & councils]

New bus-only 'gates' will be installed, hundreds of onstreet car parking spaces removed, and segregated bike routes built throughout the centre within 3-5 years. Bus speeds will rise whilst car volumes and speeds are expected to fall.

It's an interesting contrast with Edinburgh – where, for example, the future of Princes Street is a complete unknown.

GLASGOW CITY-WIDE 20MPH

With Edinburgh falling badly behind Glasgow on bus lane policy [p3], Glasgow looks set to catch up Edinburgh's lead on 20mph. Cycle campaign group **Go-Bike** took the case to Glasgow's Petitions Committee, and won support from Labour, SNP and Green councillors. The proposal now goes to Glasgow Environment Committee for detailed analysis.

Intriguingly, Transport Minister **Derek Mackay** has said he will make it "*as easy as possible*" for councils to follow Edinburgh's example [spokes.org.uk, 26.4.15]. Could this mean he will make 20mph the default urban limit, instead of 30? The present system means Edinburgh has to prepare and defend a Traffic Regulation Order naming over 2,500 streets!

NEW MIDLOTHIAN MAP [& see p3]



- Other Spokes bike maps: Glasgow, Edinburgh, E Lothian, WLothian
- Maps £5.95 in the shops [Glas 4.95]
- **Special prices if you order by post** £5 for first map, £4 for every other
- **Post-free.** Cheques to 'Spokes'
- New Edinburgh & Glasgow maps out hopefully later this year
- **Users say:** *a joy to use, wonderful*
- spokes.org.uk/spokes-maps

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Laid Back f t

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CYCLING INVESTMENT IN SCOTLAND

Speaking at Pedal on Parliament, new Transport Minister **Derek Mackay** promised that **15/16 cycling investment would be the highest ever**. So far it is below last year's total [see table] but cash can be added later, like last year.



Transport Minister Derek Mackay MSP photo: Cycling Scotland

Of course, at under 2% of transport cash, this won't achieve the government's 2020 aim for 10% of trips to be by bike, or match Edinburgh's budget policy [p1] - but at least it is moving up after years of flatlining. And a 2016 election will make this autumn's budget interesting!

WHY MORE INVESTMENT IS NEEDED

Jim Eadie, Ed Southern MSP: "Almost daily I hear from constituents of all ages about cycling; many wish to cycle but feel the roads are not yet safe enough" [Ev News 23.3.15].



Pedal on Parliament 2015 : 4000 people asking Parliament to invest in cycling

photo: sarasimmons at flickr.com

"WAR on the MOTORIST"

The media and some politicians and motorist groups love to talk of the war *on* the motorist. Yet recent reports by Brake/Direct Line Insurance** and the RAC^ reveal that widespread failings by motorists bring danger to all road users - particularly the more vulnerable.

- ◆ 58% of male drivers (and 40% of female) openly admit breaking traffic laws, mostly due to "not paying attention"
- ◆ A mere 1% of drivers think they are more dangerous than average, 69% think they are safer [39% "much safer"]
- ◆ 84% of drivers underestimate stopping distances
- ◆ 44% admit speeding in 20mph limits, 42% in 30mph
- ◆ 43% admit speeding on 50/60mph country roads - the least safe roads for cyclist fatalities [Spokes 117]

The war on the motorist mantra is often used to stymie, or even reverse, measures to tackle these blatant dangers

- ◆ Traffic policing in England has been severely cut – and casualties have started to rise after years of improvement. In contrast, Scotland road policing has been toughened* – and total casualties continue to fall** – though cycling casualties have recently risen somewhat.
- ◆ A9 average speed cameras have cut 'excess' speeding [i.e. 10mph+ over the limit] from 10% of drivers to a mere 0.4%

CYCLE INVESTMENT TABLE

This summary table estimates *government cycle investment* including joint walk/cycle projects. It overestimates because all Sustrans funds are counted, including some walk-only.

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	7.7	5.8	9.7	11.9	26.3	24.4
Cycling Scotland	1.3	2.3	2.0	2.4	2.6	2.7
Trunk road cycling	~2.0	~2.0	~2.0	~2.0	~4.6	~2.0
SCSP [a]	1.0	0.3	0.3	0.2	0.1	~1.7
Other [e]	0.4	0.6	0.6	0.7	0.9	~1.3
Total cycling	16.4	15.0	17.9	20.4	39.0	36.5*
Total transport	1864	1812	1893	2019	2019	2108
Cycling % of total	0.9%	0.8%	0.9%	1.0%	1.9%	1.7%

* Total *so far* for 15/16. Minister promises final will exceed 14/15.

~ Uncertain estimate, or assumed on basis of previous year.

[a] **CWSS**: Cycling Walking Safer Streets. **SCSP**: Smarter Choices, Smarter Places. We estimate how much of each goes to cycling.

[e] **Other**: includes orgs like Stirling Bike Hub, Bike Station, etc

For fuller explanation and more footnotes see Spokes 121.

[Herald 29.4.15] - also a useful precedent for elsewhere. Yet only thanks to courage by then Minister Keith Brown MSP was a massive anti-installation campaign defeated.

- ◆ **HGV speed limits** on English single carriageway 60mph roads (the worst for cyclist fatalities) have been raised from 40 to 50mph. Government research^c suggested that *this would increase fatalities (of all types)* – but business would benefit by £12m a year through time savings.
- ◆ **Presumed Liability** legislation applies in every country with high levels of safe walking and cycling[#] - yet so far the Scottish Government has not plucked up the courage to adopt this vital element of a safety strategy.
- ◆ **Sentences** for killing or seriously injuring often include a tragically short driving ban. We support Ian Fyfe's call* for life bans after his wife Audrey's killer, who had already killed another cyclist, was banned for just 5 years.

WHAT YOU CAN DO

If any of the above issues concern you, ask your MSPs to raise them with the relevant Minister or authority.

* spokes.org.uk : documents : factsheets : policing

** brake.org.uk/media-centre [news, 28.4.15]

^ rac.co.uk/advice/reports-on-motoring

< www.legislation.gov.uk/ukia/2014/241

roadshare.co.uk/research and roadshare.co.uk/downloads-links

GOVERNMENT NON-INTEGRATION

The Scottish Government's *Sustainable Transport Team*, at least within their budgets and instructions, appears fully committed to increasing everyday bike use, such as for work, shopping and school. But - we fear attitudes may be less positive elsewhere in the Scottish Government.

Below we highlight provision for cycling (or not) by the government's trunk roads section. In Spokes 118 [p7] we gave examples from other departments, including...

- ◆ New **Haymarket Station** - one of Scotland's largest - built with no decent bike facilities. Still unresolved.
- ◆ New **Gogar Station** - A8 pedestrian underpass not designed for cycling. Belated discussions are now rumoured
- ◆ Transport Minister Derek Mackay at the Scottish Parliament Cycling Group supported the case for allowing suitable **bike containers/sheds in front gardens** - but a subsequent letter from Communities Secretary Alex Neil ruled it out.
- ◆ Sustrans and Midlothian Council have each just allocated £65k for a **Newtongrange Station cycle link**. Good - BUT walk/cycle access should be an integral, funded part of rail projects, not dependent on other bodies having spare cash.

BETTER NEWS!!

The government's new *Town Centre Toolkit** aims to show how town centres can be *attractive, active and accessible*. Happily the cycling pages [p76-83] portray ordinary people on bikes, not stereotypical 'cyclists,' and point out that...

- ◆ *perception of safety* strongly affects willingness to cycle
- ◆ bike lanes physically car-segregated are most effective
- ◆ routes should be direct, and cycling prioritised over cars



Town Centre Toolkit: "Cycling can play an important role in supporting the vitality and economic success of town centres"

*www.scotlandstowns.org/town_centre_toolkit

TRUNK ROAD PROJECTS

When a trunk road is being expanded, the government will consider associated cyclist routes [e.g. the A9]. We may or may not like the details, but the principle is there.

However even if a trunk road upgrade is not planned, a cycling-only project might give a safe alternative to the road and/or make a big difference to local connectivity. Such projects, some costing just £10k's, would be a pinprick in the £700m trunk roads budget. Yet the Government trunk roads team seem uninterested, even when the project is suggested by a local council.

Quite apart from boosting bike use this is also shocking given the **rural 'A' road cyclist fatality record** - death per km is 4 times more likely than on urban A roads and 8 times more than on non-A rural roads [Spokes 117].

Spokes has written to Transport Minister Derek Mackay, asking why the government's aims to grow cycling are being compromised like this.

We gave examples from **Dumfries & Galloway** where cheap trunk road cycling projects would improve local connectivity, link local destinations and allow cyclists to avoid the **A701** and **A75**. Bigger projects could link Stranraer to other towns and Cairnryan ferry port. If these were Council roads much would already be done - but despite its vast budget Transport Scotland has said no.

Elsewhere, despite a 2500-signature protest, the **Forres-Brodie A96** path is neglected [pressandjournal.co.uk 9.3.15]. An NCN1 alternative is fine for leisure, but not for daily travel. After many years, the A96 path may (or may not) now be rebuilt under the £3000m A96 expansion project.

TRUNK ROAD CYCLING INITIATIVE

Many years ago the government set up the TRCI but it now means little more than considering cycling when expanding trunk roads. **The TRCI needs a complete revamp** to cover

- ◆ cycling-only trunk road projects as explained above
- ◆ cutting trunk road speed limits in rural settlements
- ◆ tackling roads with cycling fatalities, such as the Fife A92.

WHAT YOU CAN DO

- ◆ **Ask your MSPs to speak to the Minister on these issues**
- ◆ Tell Spokes about other trunk road cycling projects needed.

A TALE OF TWO PATHS



Forres-Brodie A96 path. Transport Scotland is responsible.



*Edinburgh-Fife A90 path. Strangely (but perhaps fortunately!) it is **not** a trunk road, so Edinburgh Council is responsible [p4]. NB: The green 'vanes' are to cut glare from driver headlights.*

DECIDING OUR FUTURE

Is it right for *so much* cash to go to trunk road expansion?

Dualling **one road**, the A96, will cost £3000m - **75 years worth** of the government's annual ~£40m cycling cash for **all of Scotland!** And, as the (English) Local Government Assn says, "*Increasing lanes and improving 'A' roads will only speed up cars between growing jams on local roads.*"

Transport expert **Prof Phil Goodwin** says that, rather than expanding roads in line with predicted, uncertain, traffic levels, we should **decide what future we want**, and invest on that basis [Local Transport Today 1.5.15].

ABELLIO BIKE/RAIL

ScotRail's new Dutch operators seem keen to fulfil their bike/rail commitments [Spokes 121 pullout]. Their Spring magazine [abellio.com : philosophy : magazine] promises **Bike&Go hire** within 2 years at Tweedbank, Bathgate, Linlithgow, Dundee, Dunblane, Haymarket, Livingston [N&S], Balloch, maybe more. Edinburgh, Glasgow and Stirling will have fuller Cyclepoint services, including repairs, parts and information.



Bike space on trains should be no less than now, and much increased on the Edinburgh/Glasgow to Aberdeen/Inverness routes - though there is concern it will be too low on Borders.

In an intriguing move, Abellio have formed an '*Alliance*' with **Network Rail**, who control the track and have been very insular on cycling issues such as **Waverley ramps**, their planned **A8 'walk-only' underpass**, and unwillingness to provide **walk/cycle links** from new stations to nearby towns. Will Abellio's 'door-to-door' philosophy help Network Rail understand that bike/rail is a mode to be encouraged?

[Hear more at our **June15 bike/rail mtg** [p2]. **Website report later!**]

CLIMATE FOR CYCLING?

Year 2014 was earth's hottest ever recorded. The latest IPCC report says that without rapid emissions cuts the world faces "severe, widespread, irreversible impacts" [www.ipcc.ch].

Some of the gravest warnings are now from finance experts. **Bank of England Governor Mark Carney** says the bulk of fossil fuel reserves cannot be used, has asked insurance companies to consider the threats, and warns financiers of a possible 'carbon bubble' collapse in coal and oil investments.

PARIS SUMMIT 2015

World leaders meet in December in Paris to agree a new climate deal. Many organisations are working to build public support, including **Stop Climate Chaos Scotland** [stopclimatechaos.org] and **The Guardian** [see *Keep it in the Ground* at theguardian.com/uk/environment].

CARGOBIKE DELIVERIES

Our article [Spokes 121] about cargobikes for congested city centres led to a request to submit evidence to the Scottish Parliament ICI Committee's Inquiry into Freight Transport in Scotland. Our submission is at spokes.org.uk [news, 11.4.15].

We suggested how government could promote cargobikes, to speed city centre deliveries and cut congestion and fumes. We hope the Committee report will endorse our ideas. **Why not suggest to your councillors a trial by the Council?**

SUSTRANS COMMUNITY LINKS

Over £20m has so far been allocated to cycle and walk Community Links infrastructure projects across Scotland in 15/16, with more expected [p6]. Funds go to councils, Scottish Canals, colleges and others, all of whom have to provide 50/50 match-funds. Projects in our area include..

- ♦ **West Lothian Council £1.1m** - eleven projects including **Almondvale** corridor, **Whitburn-Armadale** path, **canal** and **station** access routes and bike-friendly **rural roads**
- ♦ **Scottish canals £300k** - **towpath upgrades**, including Ratho to Heriot Watt [phase 1 of 3]
- ♦ **Edinburgh Council £800k*** - **A8** path work, **Innocent path lighting**, various path improvements, detailed design work including **Roseburn-Canal** and **Roseburn-Leith Walk**
- ♦ **Edinburgh Greenspace Trust £300k** - **Little France** route
- ♦ **E Lothian Council £150k** - **N Berwick & Tranent** works
- ♦ **Midlothian Council £215k** - Links to **Newtongrange** and **Eskbank** stations, **Mayfield** path

*plus major Leith Walk funding, earlier special allocation.

More info: sustranscommunitylinks.wordpress.com

ESSENTIAL CONTACTS

To suggest bike parking sites: cycling@edinburgh.gov.uk

Adult cycle training: 668.1996 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. Or www.fillthathole.org.uk.

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

Taxi issues: licensing@edinburgh.gov.uk [try taxi firm first]

Lothian Buses: mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding, other road crime: see 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. **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. For example, Sarah.Boyack.MSP@scottish.parliament.uk.

SNP

Ed Central, Marco Biagi Ed North/Leith, Malcolm Chisholm

Ed Southern, Jim Eadie List, Sarah Boyack

Ed Western, Colin Keir List, Kezia Dugdale

Linlithgow, Fiona Hyslop List, Neil Findlay

Ed Pentlands, Gordon MacDonald **CONSERVATIVE**

Almond Valley, Angela Constance List, Cameron Buchanan

Midloth N & Muss, Colin Beattie List, Gavin Brown

GREEN List, Alison Johnstone

Local councils: Find councillors + Who runs the council

edinburgh.gov.uk 0131.529.3186 Lab/SNP

eastlothian.gov.uk 01620.827827 Lab/Con

midlothian.gov.uk 0131.270.7500 SNP/Ind [majority zero]

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 or send your name, address, email address and donation [you choose how much] to Spokes [address on p1].