

BUSINESS BACKS BIKES

Businesses are increasingly looking to people-friendly cities as a means of attracting and retaining good staff. Edinburgh, like London, with its policies to boost cycling and walking, is reaping the benefits.

At **Amazon Development Centre** in central Edinburgh around 15% of the staff cycle to work and the company's recruitment video asks, "Where else can you go cycling round an extinct volcano at lunch time?" [amazondc.com].

Edinburgh University tells prospective new employees, "Edinburgh is a compact city, easy to get round on foot or by bike" and "we continually improve facilities for cycling."

In London, top companies such as **Rothschild, Orange** and **Universal Music** have piled in behind the segregated cycling superhighway plans [cyclingworks.wordpress.com].



Pic: edinburghbiketours.co.uk

At UK level 40 companies, including **Virgin Trains, Aldi** and **Sky**, have signed up to the *ChooseCycling* network calling on the Chancellor to invest adequately in cycling. "Businesses want staff and customers to live in towns that are more pleasant, more liveable, less congested, less polluted, healthier, happier and more prosperous" said Olympic hero **Chris Boardman** for the Network [britishcycling.org.uk/campaigning].

INSIDE

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LOCAL RETAIL BENEFITS

It's not just big business that benefits from better cycling conditions: there's also evidence that **local shops** don't lose out when people change from car to bike and foot. There are few UK shopping street segregated lanes yet, but surveys elsewhere suggest that local retail often benefits [www.citylab.com, search for *business case bike lanes*].

There is also evidence, both from the UK and abroad, that retailers seriously overestimate how much trade comes from cars. The table shows the actual % of people visiting a shopping street by various modes, and the perception by retailers in that street [in red].

	car	bike	walk	bus	tram/rail
Bristol ¹	22% 41%	10% 6%	55% 42%	13% 11%	NA
Graz ²	32% 58%	8% 5%	44% 25%	16% 12%	NA
Dublin ³	10% 13%	9% 4%	20% 11%	35% 31%	26% 40%

¹Bristol, Church Road ²Graz [Austria] ³Dublin, Grafton St. Further evidence suggests that whilst car users spend more per trip, walkers and cyclists make more trips and total spend is therefore as good or better.

Sources: (a) CityLab link above (b) Sustrans factsheet LN02 at spokes.org.uk : downloads : spokes projects : supermarkets.

EDINBURGH LEADS - FOR NOW

Edinburgh is rightly praised as an example to other Councils, with its cycle budget and pioneering plans for city-wide 20mph and a segregated cross-city cycleroute.

The **20mph plans** are fully approved, with City Centre and rural west implementation in July; Leith in October; and four more phases up to Feb 2018. The May 2017 Council election, however, could threaten the last phases.

The **East-West City Centre cycleroute** is at a much earlier stage, with public consultation just complete. Despite its many benefits for pedestrians and the public realm there has been some concerted opposition, and the several £m of Sustrans investment needed to fund 50% of the cost could be at risk – threatening the whole route.

The Council must maintain its courage - and people who want a more cycle and walk-friendly city must start thinking about the Council elections. [more on p4]

POTHOLES – WHY ?



84% of people want priority to go to fixing existing roads before building new ones [search for *Fix it First* at transformscotland.org.uk].

Has the Scottish Government got its priorities in transport policy correct ?? - see p6 & p7

WHAT THEY SAY ABOUT SPOKES

"I was lucky to live near North Edinburgh Cycle Network while growing up. It gave me transport independence at a young age and getting round by bike became normal for me. It's dawned on me that this doesn't just happen - I'm increasingly aware of Spokes's role in helping make this possible for people like me. So I figured I should join Spokes, donate some money and hopefully some time."

If you agree, go to spokes.org.uk – membership !!

SPRING INTO ACTIVITY!!



March: Edinburgh - #LoveToRide

A free and fun competition for everyone - aiming to get masses of people on bikes, even just for 10 minutes, any time, anywhere!! Extra focus on workplace competition for organisations big and small. www.lovetoride.net/edinburgh

April: Scotland - Pedal on Parliament

Get active in politics & pleasure – see p3.

May: Worldwide - #GetActiveMOOC

Apologies moo-cow fans, it's a massive online open course tho' as energy-full as a pintal! Literally 1000s of people are signing up to this Edinburgh Uni 3-week free course on how to be more active and fight sedentariness, the silent killer. Open to the public and to professionals. Instructors include **Chris Oliver**, Prof of Physical Activity for Health, Spokes member, and @CyclingSurgeon on twitter.

More info & signup at www.coursera.org/learn/get-active.

June: Edinburgh - Festival of Cycling

Get active in mind & muscle – www.edfoc.org.uk. Includes:

- ♦ June 15 Spokes Bike Breakfast
- ♦ June 13[tbc] Spokes public meeting, Cycling & Health

Other events: See 'events' at www.spokes.org.uk

REGULAR RIDES

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.

Other Edinburgh rides - www.cycling-edinburgh.org.uk includes 'very easy' rides, regular rides, weekend rides.

On All Rides - Please ride considerately and carefully. You are entirely responsible for your own safety.

SHARING THE PATH

We have a much-praised leaflet, online and printed, on shared-use paths. We had to laugh, however, at a request for our "Duel Use" leaflet! [NB – to find the leaflet, search for *considerate* at spokes.org.uk or ask us for a printed copy].

😊 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 MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form should now renew for 2016. Do it now! - see instructions in your mailing. Members not getting a renewal form are up to date for 2016.

SHOPPING BY BIKE

Our 2016 great Spokes summer competition is to be *Shopping by Bike*. **Don't send entries yet** - await details in the Summer Bulletin. But do start thinking! A picture always helps, but experiences & ideas are very important too. These pictures may help inspire...



A balanced shop!
edinburghcyclechic.wordpress.com



Shopping in the City pic: Lucia Pizarro Como at sxc.hu



We did the sums when our car died: desperation+bike+trailer+ banana box+2 bags for life = 1 weekly shop for family of 4! [Entry to our 2013 *Cycling with a Purpose* comp by Cait Pearce]

See also our wonderful previous comps such as *Cycling Jokes, Favourite Rides, Path Art and Cycling Recipes* at www.spokes.org.uk : downloads : odds&ends : competitions

BIKE PARKING AT SHOPS

Following our survey of supermarket bike parking [Spokes 122] we are preparing a handout to show to your local shop manager, about encouraging more customers by bike. And it's for local shops too, not just supermarkets.

Ideally we'd also like to contact supermarket chains at regional level to seek area-wide improvements, but this depends on us finding a confident and articulate volunteer with enough time and enthusiasm!!

USEFUL 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 0208964102

HOLYROOD ELECTION : 5 MAY 2016

This page gives you information about the May 5th Scottish Parliament election. As the election gets closer there'll be more detail, including manifesto promises, on our website at www.spokes.org.uk and at walkcyclevote.scot.

CASH REPORT CARD

The best indicator of taking cycling seriously is surely investment. How has the SNP performed - as a minority government from 2007 and in full control from 2011 ?

At first, total cycling investment was cut severely¹, down from 0.8%/0.9% of transport spending to just 0.6%, then back up to its previous level after a couple of years. With increasing pressure from many organisations, 2014 saw investment doubled to 1.9% of transport spending, and there it remains in the draft 2016/2017 budget². [Sources: spokes.org.uk, news articles [1] 3.2.15 [2] 16.12.15]

This, however, never gave real hope for the government vision that 10% of all trips would be by bike in 2020 – a 'vision' it introduced in 2009 [Spokes 103] and now a 'commitment' in the 16/17 Infrastructure Investment Plan!

Recent Transport Ministers **Keith Brown MSP** and **Derek Mackay MSP** have been bike-aware, with new initiatives such as an annual Ministerial cycling summit to which every Council leader is invited (not all attend!) - but investment remains way too low. It is galling that just 1% of the £820m trunk road budget would prevent the problems threatening cycling investment in 16/17 [p6].

Government cycle funding technicalities

The two main elements of government cycle funding are..

CWSS [Cycling, Walking, Safer Streets], based on size of population, is the bedrock cycle cash for every Council. It was introduced in 2003 by Labour Transport Minister **Sarah Boyack MSP** and rose to £9m in the Lab/Lib coalition's last two budgets. The incoming minority SNP government tried to scrap it entirely – prevented only by fierce campaigning and by Green MSP **Patrick Harvie** making it a condition for supporting that budget. Since then CWSS has fluctuated between roughly £5.5m-£8m, and in the draft 16/17 budget is at a near low point, £5.9m.

Community Links is allocated as 50/50 match funding, via Sustrans, to successful bids from Councils and others. It has fluctuated wildly under both Lab/Lib and SNP, often due to money added late in the year from sources such as underspending elsewhere – welcome, but hopeless for long-term planning by Sustrans and Councils – and a clear recognition that basic funding levels are inadequate.

Readers will rightly decide their vote on the basis of many factors, not just cycling or wider transport policy. Spokes does not endorse individual parties or candidates. However, here we mention the four MSPs who have done most to make the case for cycling - through the Cross-Party Cycling Group and beyond - and who we'd love to see back in the new Parliament.



Claudia Beamish, Lab
South Scotland



Sarah Boyack, Lab
Edinburgh Central



Jim Eadie, SNP
Edinburgh Southern



Alison Johnstone, Green
Edinburgh Central

SPOKES HOLYROOD HUSTINGS

Mon 21 March: Spokes Spring Public Meeting

Discuss cycling & transport policy with candidates

- ◆ **Conservative** Cllr **Nick Cook** - Ed East candidate
- ◆ **Green** **Alison Johnstone MSP*** - Ed Central
- ◆ **Labour** **Sarah Boyack MSP*** - Ed Central
- ◆ **LibDem** **Emma Farthing-Sykes** - Ed Pentlands
- ◆ **SNP** A candidate has been promised

Venue: St Brides Centre, 10 Orwell Place EH11 2DZ

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

Poster: click *Holyrood Hustings* on our website [in Events]

More info: Email spokes@spokes.org.uk *Spokes member

POP 2016 : Saturday 23 April

The 5th Pedal on Parliament and the most important ever, coming just before the election. Let's beat last year's 4000. Be there!! - with family, friends and colleagues.



For full information, and how you can help make it the best ever, go to: <http://pedalonparliament.org/>

WALK-CYCLE-VOTE

WalkCycleVote is a joint campaign by Scottish cycle, walk, environment & health groups, to get Active



Travel into party manifestos and to get pledges on cycling and walking from MSP candidates. The aims are...

- ◆ *Sustained, long-term investment in cycling and walking, reaching 10% of the transport budget*
- ◆ *Build & maintain infrastructure for people 8-80 to cycle*
- ◆ *Promote & deliver safer roads for walking & cycling.*

Check out the website walkcyclevote.scot for what **you** can do and (as the election gets closer) for party manifesto promises.

EDINBURGH CYCLING DEVELOPMENT

Keep your councillors aware of cycling! Email them about what concerns you. See p8 or use www.writetothem.com

CITY CENTRE E-W ROUTE

“SPOKES compliments the Council on its ambition in producing these proposals, which we warmly welcome.”

So begins our response to Edinburgh's most significant ever cycling proposal - with many benefits also built in for pedestrians and the public realm. The Council expects the scheme to double cycle use in the corridor and significantly grow overall city cycling levels.

The project is a largely segregated route from Roseburn via George Street, connecting to the future Leith Walk segregated bike lanes. For our response and links to the council project website, see spokes.org.uk : downloads : local : Edinburgh : city centre. [See also Spokes 123, p3].

Unfortunately the plans generated hostility at Roseburn, backed by local SNP and Conservative councillors **Frank Ross** and **Jeremy Balfour**, mainly due to loss of traffic lanes and parking opportunities – though the parking is often illegal, and alternative loading will be provided.

A 2014 Murrayfield Community Council report says the main road there is “noisy, busy, smelly” and locals don't “linger or walk there for pleasure.” The Council plans will reduce traffic space, widen the south footway, and separate pedestrians on the north footway from traffic.

Public consultation is now over, and a decision by the council on how / whether to change the plans will follow.

After detailed thought and much feedback from Spokes members, we are convinced that in general the Council has got it right. The plans will greatly improve the local Roseburn environment, encourage local shopping by walkers and cyclists, and provide the direct and visible route needed to foster substantial growth in bike use.

£m's OUTSIDE INVESTMENT AT RISK

The £9m project is only feasible with 50/50 investment by Sustrans - who like the plan. However, Sustrans is now getting high quality funding bids from other councils – notably Glasgow – and has been told by the government that major new cycling schemes should be “exemplary.” **If Edinburgh loses its nerve and sends the route into back streets, that reduces the chances of Sustrans cash – thus killing the project for the foreseeable future.**

IN THE PIPELINE...

A wide range of projects, large and small, is in prospect - routes, parking, lighting, one-way exemptions, signing... [many are listed in Council Finance Cttee papers of 2.2.2016].

Expected in the next year, amongst many others, are ...

- ♦ A programme of on-street **residential bike storage**
- ♦ **A8 Gyle-Newbridge** phase 2 path upgrades

IT MAY (2017) SEEM FAR OFF..

All eyes are now on the Holyrood election, but May 2017 sees council elections. By then Edinburgh expects to be allocating 10% of its transport budget to cycling (more accurately 'active travel,' as walking benefits hugely from this allocation). In the entire UK context **this is a truly remarkable achievement** - first suggested in 2008 by the *Association of Directors of Public Health*, and now widely supported by professional and academic bodies, major health charities and of course campaign groups.

Edinburgh is still the only Council or Government in the UK to make this commitment, which is now widely quoted and praised - from the Scottish Parliament to the London Assembly. It will be the task of every concerned reader to help ensure that manifestos for the Council elections promise to maintain this policy. Why not get involved in your favourite party, to help ensure it!

It may not be easy – Conservative councillors voted against the rise to 9%, and there are clearly mixed views in some parties when major cycling projects start taking space from cars, whether moving or parked. It's always worth reminding councillors that, in addition to the usual benefits of cycling, the cash brings doubled investment to the city via Sustrans match-funding (for quality projects).

THANKS A (HALF) MILLION !



The Meadows counter recorded over ½ million bike trips in 2015.

Following opening of the Meadows-Innocent link [Spokes 123] a Spokes member told us, *“I have a friend who just got a new job near the Meadows and she is so thrilled she can cycle all the way in on the new connected paths.”*

- ♦ Detailed planning for **segregated routes**: E-W route, Canal-Roseburn, Meadows-Princes St [prompted by our Forrest Rd campaign – Spokes 119], Meadows-Canal, ...
- ♦ **Braid Hills Drv** 'soft-segregated' cyclist routes each side
- ♦ **Marchmont Rd** – KB cycle facilities
- ♦ Widespread **repainting of onstreet lanes and ASLs**
- ♦ Resurfacing several cycling-important roads, including **Whitehouse Loan** [see Spokes 120 p3 for background]

Centre page supplement supplied by City of Edinburgh Council from Sustrans Bike Life Edinburgh report



**On Foot
By Bike**

How do you choose to travel?
Cycling and walking routes in Edinburgh



GREAT SPOKES CYCLE MAPS



- Edinburgh, Midlothian, East Lothian, W Lothian & Livingston
- Maps £5.95 in the shops
- **Special prices if you order by post** £5 for first map, £4 for every other
- **Post-free.** Cheques to 'Spokes'
- Sorry, new Edinburgh map delayed. Existing map useful but is year 2010
- **Users say:** *a joy to use, wonderful*
- spokes.org.uk/spokes-maps

Bikes, tandems + trikes @LaidBackBikes



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28 Marchmont Crescent, Edinburgh EH9 1HG *Laid Back*
E: laid-back@blueyonder.co.uk M: 07981 430159 www.laid-back-bikes.scot



HART'S CYCLERY
HARTS-CYCLERY.CO.UK
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EDINBURGH BICYCLE COOPERATIVE

BRUNTSFIELD
8 ALVANLEY TERRACE

CANONMILLS
30 RODNEY STREET

EDINBURGHBIKES.CO.UK

SCOTLAND CYCLING/TRANSPORT INVESTMENT

If anything on this page concerns you, email your MSPs [p8] or raise it with your Holyrood candidates

BUDGET 2016/17

[More explanation at spokes.org.uk. news items 16.12.15–30.1.16]

As we go to press, the 16/17 budget is in its final stages. The draft budget gives £39m to active travel [AT] - similar to 15/16's total, but far from the sum needed to meet the government's 2020 wish that 10% of all trips are cycled [currently it's 1.4% of all trips, 2.6% of commuter trips].

Like last year, campaigning could result in more cash added during the year, e.g from underspending elsewhere - **but what cycling needs is a known regular adequate allocation, just like for trunk roads, or rail.** Cycling is a transport mode - not a fluffy extra.

However, although AT cash is unchanged, the way it is allocated means that most Councils will in practice invest less in cycling. *First*, the crucial CWSS fund [p3] is cut by 26% from £8.0m to £5.9m – and, since most Councils use it to obtain match funds, this cut is in effect doubled. *Second* the excellent new *Community Links Plus* scheme [p7] is given no funds of its own, and has to use cash from the existing basic *Community Links*. Thus one or two councils will get a big chunk of money whilst the other 30 or so will have a lesser pot to bid into.

JUST 1% OF THE TRUNK ROADS BUDGET !!

With an overall government majority in Parliament there will be no big change in the 16/17 budget, so Spokes proposed a small and politically realistic option to prevent the above problems – namely, **transferring just 1% of the £820m trunk roads budget to AT.** We noted that as well as keeping AT static (and cutting rail) the draft budget hikes trunk roads from £695m to £820m.

The Parliament's *Cross-Party Cycling Group* wrote to Finance Secretary John Swinney MSP in support, and many individuals emailed their own MSPs. Parliament's *Infrastructure Cttee* also discussed our plan but was split and merely recommended that AT should again get cash from any transport underspend during the year.

CUT ? OR RE-PROFILE ?

Apparently the 26% CWSS cut is not a cut but is **reprofiling!!** i.e. the cut will be made up in future years.

Using this clever principle the government could easily find £100m a year extra for AT, near European investment levels, **without cutting anything!** - see our table. A slightly tougher reprofiling could achieve 10% of the transport budget for AT, as widely urged [p3&4].

The government plans to spend £3bn each to dual the A9 by 2025 and A96 by 2030. For simplicity, let us say £6bn for a 12-year programme. A 3-year reprofile would free up £100m a year without 'cutting' the projects at all!

	Government plan	Reprofile
Dualling timescale	12 years	15 years
A9/A96 cash p.a.	£500m	£400m
AT cash p.a.	£40m	£140m
Per-head AT cash p.a.	£7	£26

With Councils given 7% cuts to services other than social care (and including pothole repair) surely the government can find 1% in its own trunk road plans!

POTHOLES

The government's 16/17 budget cuts the 'revenue' cash used by Councils for non-care services such as pothole repair by 7%. We may well see superb inter-city trunk roads, but bringing more traffic, congestion and damage to increasingly potholed urban roads at journey's end.

A Transform Scotland survey found 84% of people wanted existing roads fixed before building new ones.

Just one third of the £6bn A9+A96 dualling cost would sort virtually all of Scotland's £2.3bn road repair backlog.



Will we see fewer of these great guys?



15/16 CYCLING INVESTMENT TABLE

We don't have space for our usual table but, very roughly, government cycling investment totalled around £15m-£20m, 0.9% of total transport, each year from 2010/11, doubling to around £40m (1.9%) in 14/15, and sticking there up to now.

A9/A96 : WHY TOP OF THE PILE ?

Even given a case to dual these roads, budget priorities are very wrong, and it's not just cycling that loses out - e.g. the adjacent railways are single-track but get far less investment than the roads, and will lose traffic to them.

Yet only 7-10,000 vehicles a day travel the 70 miles Moy to Pitlochry, far below the 13-21,000 which the UK Design Manual for Roads says such a road can handle.

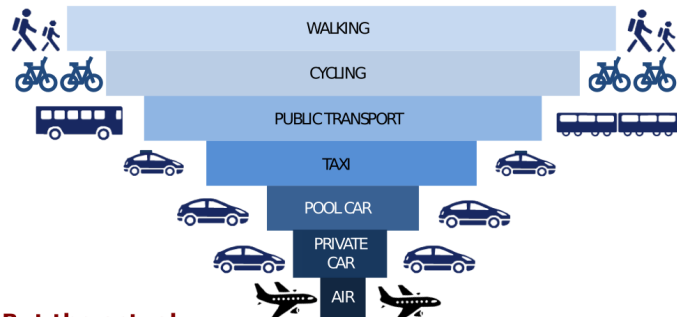
Much of the impetus for rapid A9 dualling was safety, with deaths receiving heavy press publicity compared to other roads (though many others were worse per km). But Average Speed Cameras have now made the A9 one of Scotland's safest roads, serious injuries falling from 20 a year to just 4 in the first camera year [Herald 27.1.16].

In summary, **transport budgets need a fairer balance if government is serious on emissions and health. 'Reprofiling' of the whole budget is long overdue!!** Yet former Transport Ministers have told us there can't be a step change in AT funding till the inter-city road network is complete – i.e. presumably 2025 or 2030 :(

REBALANCING TRANSPORT

The Scottish Government's *National Transport Strategy*, and other policies, emphasise a “*sustainable transport hierarchy*” to encourage travel by the most environment and health conscious means possible for any given purpose. Whilst investment need not follow exactly the same pattern, the present balance is shockingly out of kilter - as this PoP graphic shows [and it overestimates active travel spending!]

The sustainable travel hierarchy looks like this



But the actual infrastructure spend since 2007 is like this



PEDAL ON PARLIAMENT
www.pedalonparliament.org

Sustainable travel hierarchy graphic and infrastructure spend numbers from Scottish Government *National Transport Strategy*, January 2016
* Active travel spend pro-rata for period 2011-15, which may be an over-estimate

There are many examples, including on page 6 opposite...

- ◆ Less than 2% of the transport budget is on active travel
- ◆ £6,000,000,000 is promised to dual two trunk roads
- ◆ Rail projects get reduced in scope – e.g. Borders & EGIP
- ◆ Cuts in council cash will worsen potholes across Scotland

TRUNK ROAD POSITIVES

Whether or not trunk road expansion makes sense [p6] it is anyway vital that cycling is considered when roads are built or upgraded – and when local cycling connectivity could benefit from changes (often small) to existing trunk roads. There is good news on both points! ...

'TRUNK ROAD CYCLING INITIATIVE'

Last year we wrote to Transport Minister **Derek Mackay MSP** [Spokes 123] asking him to update the 20-year old *Scottish Trunk Road Cycling Initiative* [TRCI]. He has agreed! - and there will be a consultation in 2016.

The TRCI promised “*special consideration to cyclists*” in trunk road projects, stressing National Cycle Network connections. It has delivered some good results [e.g. A828 Oban-Balachulish] but **was not implemented sufficiently pro-actively to support the government's cycling aims - and it anyway needs brought into the 21st century.**

Trunk road cycling neglect is particularly shocking given the **rural 'A' road cyclist fatality statistics** - 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].

We will press for the new TRCI to include...

- ◆ Transport Scotland, working with councils, Sustrans and local cycling bodies, to be *responsible* for identifying trunk

COMMUNITY LINKS PLUS

This major competition, announced by Transport Minister **Derek Mackay MSP** and operated by Sustrans Scotland, seeks one or two **exemplary schemes to significantly grow everyday cycling** - likely to include roadspace re-allocation through segregated main road routes, reduced car-parking, and pedestrian and public realm enhancements.

Twenty five bids were narrowed down to five [Edinburgh, Glasgow (2), Inverness, East Dunbarton], each now granted funds to produce detailed plans, with final judging in June. *Details at:* sustranscommunitylinks.wordpress.com.

Edinburgh's bid is a cycling corridor from the City Centre to the city's west edge, building on the Council's E-W proposal [p4], integrated with major generators of local travel and with rail and tram, and focused on “*people who are put off cycling by heavy and fast traffic.*”



Artist's impression from Edinburgh's CL+ bid

Sadly, **the competition was given no new cash**, so the winner(s) will be funded from the existing Community Links pot, which supports cycling bids from Councils and from bodies such as Scottish Canals. So one council gets cash for a superb scheme, but everyone else has a smaller pot to bid into. **The Spokes “trunk roads 1%” proposal [p6] would more than rectify this problem.**

road alternatives and opportunities. Implementation could be by TS, Sustrans or the local council, as suited each case.

- ◆ Clarity that cycling work associated with new or existing trunk roads is *funded by trunk road cash* - not by Sustrans or the government's Sustainable Transport Team. Trunk road area managers should allocate cash to such projects – or there could be a central trunk roads cycling fund.
- ◆ Trunk road *speed limits* to be cut in rural settlements.
- ◆ Full investigation of *cycling fatality roads*, like Fife's A92.

A96 CYCLEROUTE ?

Inverness-Nairn dualling plans were recently on display and we are pleased to hear that they now include a cycling route, which will also link nearby communities. Although Spokes is not involved in the details, being outside our area, locals told us the path “*looks promising*” (though with uncertainties about road crossings) and that the consultation “*seemed genuine,*” with earlier comments clearly taken into account.

NEW TRANSPORT SCOTLAND HEAD

Meanwhile *Transport Scotland*, whose task is to deliver government transport policy, has a new Chief Executive, **Roy Brannen** – the former Director of Trunk Roads! We hope this will not boost yet further the dominance of the trunk roads programme and budgets. But, conversely, the examples above suggest it may perhaps be feeding some greater consideration for cycling back into that department!

PARIS CLIMATE SUMMIT

Five intrepid cyclists, average age 60s, including Spokes member Martyn Edelsten, cycled through appalling weather from Edinburgh to Paris, joined by 120 more from London, with a “justice climatique” message for world leaders.



A rainy, windy send-off for the Paris cyclists from MSPs Sarah Boyack and Alison Johnstone [blurs are raindrops!]

Martyn is keen to talk to schools and other groups about the ride, the Paris summit, and the climate policies we need. Email: Martyn.Edelsten AT ed.ac.uk phone: 07972 896839 More info & photos: edinburgh2Paris.org or twitter #ed2paris

CALTON VALLEY BRIDGE : ??

Spokes has proposed a plan to reinstate as a cycleroute the long-lost bridge across Calton Valley. This would link the Old Town directly to Calton Road, which is already to be connected to Leith Walk by a segregated cycleroute. Cyclists and walkers would be able to avoid the congestion and noise of Waterloo Place junction.

Earlier campaigns have failed [e.g. rebridgethegap.org.uk] but new hope comes from Edinburgh's strong cycling/walking policies, plus the fact that Network Rail plans a major Waverley rebuild, with new east-platform accesses and a possible mezzanine floor.

Cllr Lesley Hinds, Transport Convener told us the Council would consider including our idea in their response to Network Rail's consultation, *Scotland Route Study*, on future Scotland rail development.

The consultation, which ends 10 March, is massive, covering rail routes and stations [google *Scotland Route Study*]. **To support our idea** or make other points, email ScotlandRouteStudy@networkrail.co.uk [or your MSPs if late].



SPOKES BULLETIN INFORMATION

Editor Dave du Feu Printer Barr Printers Print run 13,000
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FORTH ROAD BRIDGE : no !

The government's apparent failure to seriously consider continued cycle access during the 3-week closure caused widespread incomprehension, with many emails to MSPs - and our most popular ever tweet [over 120 retweets/likes].

Despite praiseworthy government efforts to support other modes, bike travel seemed forgotten. This would have been a great opportunity to show cycling's potential, and many councillors and MSPs pressed for an initiative. Yet our urgent letter to the Minister, with concrete ideas such as escorted groups at scheduled time slots, received only a bland reply, and well after the re-opening.

Meanwhile former Bridge Engineer Barry Colford told a Parliamentary Inquiry that the failed bridge component was planned to be replaced in 2011, but this was “reprioritised” when the government scrapped tolls. Maintenance costs were then transferred from bridge users to the taxpayer, leaving Mr Colford “not in control of funding.”

ED GATEWAY U'PASS : no ?

Edinburgh's new 'interchange' station at Gogar promises plenty bike parking but Network Rail is cagey about cycleroute links, with no clear reply to tweets and emails.

Despite working from a blank sheet with “significant circulation space,” it is unclear whether Transport Scotland insisted on decent cycle access at this major 'interchange.' Plans show 'cyclist dismount' signs on the crucial path from the Gyle to the station, where it tunnels under the A8 – and the alternative is Gogar roundabout!



“Ariel view shows significant circulation space,” Network Rail Not only will the station be a big destination, but beyond it lies the huge *International Business Gateway* site. Yet the picture doesn't suggest a continuous cycleroute past the station. **We'd love to be wrong on both points!**

How to...

CONTACT YOUR POLITICIANS

1. Simplest - find them all at www.writetothem.com. Or...
 2. MSPs – you have one constituency MSP and several Regional MSPs. Find them at scottish.parliament.uk/msps
 3. Councillors web+phone below **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!
Download a membership form at www.spokes.org.uk