

2017 CHALLENGES

Recent years have seen everyday cycle use grow increasingly fast in Edinburgh [Spokes 125] and even rise marginally in Scotland as a whole.

Unique in the UK, **Edinburgh Council** allocates 9% (soon 10%) of its transport budget to cycling, as urged by the *Association of Directors of Public Health* and many other esteemed bodies. Edinburgh has been highly praised, not least in the Scottish Parliament and London Assembly. Other excellent initiatives include the 20mph citywide plan [see p6 - first phase now in place], streets with traffic banned at school travel times, the first segregated onstreet cycle lane, and more planned.



Cllr Lesley Hinds opened the city's first segregated cycle route

In **Scotland** cycling/walking cash was doubled from £20m a year to around £40m in 2014, albeit it has hardly changed since then and is still under 2% of total transport spending. The cash enables Sustrans to give 50/50 support to councils building cycling infrastructure – and there is now a significant waiting list.

However the coming year sees big question marks over cycling policy both locally and nationally. The continuing growth of cycling and cycle facilities is far from certain. Politicians need to keep hearing from concerned members of the public – including *you*!

EAST-WEST ROUTE

Two hundred people cycled to Roseburn from the city centre before the Aug 30 Transport Cttee, to back the council's east-west city centre cycleroute plan, and to call for a direct route at Roseburn, not turning into the back streets [p7].

Every party supported the route, but a decision on Roseburn was deferred.

Photo: Anthony Robson



COUNCIL ELECTIONS, MAY 2017

All Scottish Councils have elections in May - political parties are working on their manifestos right now. We'd love to see more councils, especially large ones, commit 10% of their transport budgets to cycling, like Edinburgh.

In **Edinburgh**, will all parties promise to keep the **10% budget cash**? What about **main-road segregated cycleroutes**? And wider sustainable-transport and safe-travel policies such as the citywide 20mph rollout?

With a possible change of power in the Council, manifestos matter hugely, as do individual candidates. Will we see falling cycle cash (also losing Sustrans 50/50 funding), back-street routes, and less everyday cycle use?

SCOTLAND CYCLE CASH

The SNP was re-elected as Scotland's government in May, though without an overall majority. Sadly, their manifesto was the only one not promising higher cycle/walk investment – though it would keep existing levels.

Despite no cash increase, the SNP manifesto promised, *"We are determined to meet our vision of 10 per cent of everyday journeys being made by bike by 2020."* But no way can this be achieved at current funding levels! **How determined the government really is will be seen in December, in their first draft budget [p5].**

WHAT YOU CAN DO NOW [also see p6 & p5]

- ◆ **Speak to/email** your councillors about manifestos [p6]
- ◆ **If you are involved in a political party** use your party contacts to seek a manifesto ambitious on cycling
- ◆ **Speak to/email** your MSPs about the govt budget [p5]
- ◆ **Find your politicians** at www.writetothem.com.

As the election approaches Spokes will also again work with walkcyclevote.scot.



BENEFITING BUSINESS THROUGH CYCLING

See our **Centre Page supplement** and come to our **public meeting** on November 10 [p2].



WHAT THEY SAY ABOUT SPOKES

"Thanks for your splendid Spokes Bulletin, picked up at libraries all over Lothians – I got this one at Blackburn!"

"Your emails to members are really useful – thanks!"

"We needed a modern outline map for our local history group. By far the best we have seen is the Spokes map."

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

FOR YOUR DIARY

Spokes stall at **Farmers Market** Nov 12, Dec 10, mornings, Castle Terrace edinburghfarmersmarket.co.uk.

Other events - See www.spokes.org.uk [events column].

Spokes Sunday rides - '*Explore, Dream, Discover!*' First Sunday of 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.*

Autumn Public Meeting, Thur 10 Nov, All welcome

Benefiting Business through Cycling

Hear and debate the issues with experts from the Council, business, bike trade & a bike user group

◆ healthy workforce	◆ delivery by bike/cargo-bike
◆ people-friendly city	◆ quick, quiet, door-to-door
◆ local shopping	◆ awards for employers
◆ bikes and the City Deal	◆ emission-free transport
◆ new bike-based businesses	◆ bike hire, locals/visitors

the Council	local business	local bike trade	big business
Cllr Lesley Hinds Transport Convener, City of Edinburgh Council	Michael Johnston Vice President, Edinburgh Chamber of Commerce	Hannah Ward Partner, The Cycle Service	David Monaghan Organiser, RBS Gogarburn Bike User Group [600 members!]

Four short talks, then audience
QA and panel discussion ...
chaired by **Dr Caroline Brown**

Asst Professor, School of Energy, Infrastructure
and Society, Heriot-Watt University, Riccarton

SPOKES

For meeting tweeting use hashtag #SpokesMtg

STARTS 7.30PM, DOORS OPEN 6.45, ENDS 9.30

Augustine United Church, George IV Bridge, Edinburgh

☀ Come early ☀ coffee ☀ Spokes stall ☀ exhibition ☀ chat

Organised by **Spokes The Lothian Cycle Campaign**

St Martin's Community Resource Centre, 232 Dalry Rd, Edinburgh EH11 2JG

spokes@spokes.org.uk (0131) 313 2114 (Ansaphone)

www.spokes.org.uk Twitter: @SpokesLothian

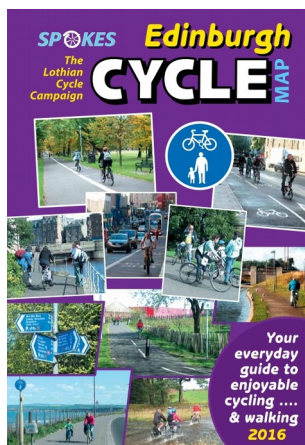
SPOKES EDINBURGH MAP

Our new 10th edition cycle/ walk Edinburgh map has had a fantastic reception. Paper maps seem far from dead – though admittedly our 'paper' is water- and tear-resistant.

On top of many hundreds of bike shop sales* and over 100 personal orders by post, groups are ordering in bulk to sell to their members. RBS Gogarburn Bike User Group sold **70 maps**, a department at Edinburgh Uni sold **30 maps**, and so on.

*Except Evans Cycles, who are so centralised they can't handle it!

For more info, to buy your copy, or to see bulk prices for groups (6 or more copies) see spokes.org.uk/spokes-maps.



SHOPPING BY BIKE

Our summer *Shopping by Bike* competition found a great range of ideas and experiences [spokes.org.uk, 25.9.16 blog].

The variety of things taken home by bike never ceases to amaze – from food to furniture to fruit trees. Reasons for shopping by bike are many, from convenience to health, and perhaps most of all for enjoyment. Yes, there are problems, notably cobbles and potholes, whilst two entrants had unimaginable problems caused by baguettes!

Top handy hint, from many entrants, is always to take panniers, bungees and/or a light packaway rucksack – unplanned purchases are frequent! **Top warning** was to be wary of carrying bags on the handlebars – several people had suffered cuts, bruises, or squashed groceries when bags caught the front wheel or brake blocks.

First prize went to **Jeanine Bezuijen** who happily carried on shopping by bike when nine months pregnant, thanks to her Dutch bike with its large front basket – which she loves! Like many people, she chooses shops with good bike parking, praising Dalry Road Lidl.*

Several entrants sent in lists of handy hints, but we thought the best was by **Katharine Wake**, who came second. Her entry also included mistakes to avoid, and gave a few laughs!

*The great Lidl bike parking is thanks to Spokes efforts [search for *Lidl* on our website] – but we've had less success elsewhere!



1 Jeanine Bezuijen, Shandon	Bike basket and pregnant
2 Katharine Wake, Blackhall	Tips to follow and avoid
3 Shane Voss, Marchmont	Dutch AXA frame lock
4 Mark James, Dunbar	10 top shopping-by-bike tips
5 Peter Hawkins, Stenhouse	Shop bike parking survey
6 Jackie Gulland, Ravelston	Buying from a garden centre
7 Jackie Jack, Inverleith	Shopping with dog & trailer
8 Heidi Wilson, Howden Hall	Dutch AXA frame lock
9 Clare Macaulay, Marchmont	Unexpected painting purchase
10 Katharine Wake, Blackhall	Bike shopper's rap
11 Tony Walsh, Comiston	Use a cheap bike for shopping
12 Euan Renton, Saughton	Transforming a chore

Prizes - our thanks to *ScotRail, Edinburgh Bicycle Coop, Sustrans, Biketrax, Laidback Bikes, Filmhouse, Camera Obscura & World of Illusions, Craigie's Farm & Deli, Edinburgh Festival of Cycling, Kalpna.*

More info – See our website [25.9.16] for all the entries and a link to our amusing/amazing earlier comps such as *Cycling Jokes, Cycling Recipes, My Cycling Problem!*

SPOKES MEMBERSHIP RENEWAL

Members not yet renewed for 2016 receive a reminder in this mailing. If you are up to date you'll get a 2017 renewal form in Feb/March – please don't try to renew in advance!

☺ **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.

LOCAL NEWS [also p6,p7]

THANK YOU !!

We are sorry to see Labour Councillors **Andrew Burns** and **Lesley Hinds** stepping down at May's election - both have done a great deal for cycling and sustainable travel. Unique in Britain, Edinburgh guarantees a % of transport cash to cycling - 5% in 2012, rising to 9% this year and 10% expected in the final Council budget. The idea came from former LibDem transport convener **Cllr Gordon Mackenzie** but was proudly implemented by the current Lab/SNP council - winning wide praise for Edinburgh, from the Scottish Parliament to the London Assembly.



Other major steps, some despite big opposition, include the **city-wide 20mph** rollout [p6], **School Streets** closed to traffic at start/end times, the first **onstreet segregated cyclist routes** - with more planned, including the east-west route [p7] and Leith Walk - and a bold ambition to **cut car use** from 43% of trips in 2010 to just 31% in 2020.

Of course, not everything is rosy. For example, nothing has been done or planned to make **Princes Street** a more pleasant place, and we remain perplexed at why the Council has experimentally cut **bus lane times** [this page].

Overall, however, Council policy is getting there ...

- ◆ **Cycle use** is rising at an accelerating rate, estimated at 7.3% of work trips in 2015 [Active Travel Action Plan]
- ◆ Edinburgh is the *only* council in Scotland to **cut the % of people who drive to work** - with cycling, walking and public transport all rising [census data].

HELP CREATE THE FUTURE!

To maintain this momentum it is vital to get the right policies into **manifestos** and to ensure that the **next generation of councillors** are committed and competent to create a people-friendly 21st Century city. See p6.

OTHER INFRASTRUCTURE

- ◆ Work has begun on the first phase of **Leith Walk segregated cycle lanes**, Pilrig to McDonald Road.
- ◆ **Edinburgh-Midlothian** Quiet Route 61, avoiding the City Bypass, is now open - see Spokes Edinburgh map.
- ◆ The long-awaited **secure onstreet bike storage** report is expected soon; though we fear it may be less ambitious than London's growing provision [www.cyclehoop.rentals].

DES RUBENS



Spokes member and expert Scottish mountaineer Des Rubens died this summer in a tragic Swiss Alps climbing accident. To honour his commitment to cycling and to a cycle-friendly road system, the family organised a bike-hearse, which was escorted by more than 50 friends, relations and Spokes members on bikes. Funeral directors *H&W Harkess* will now offer this as a funeral option, an innovation of which Des would doubtless be delighted.

BUS LANE CUTBACKS

Spokes strongly supports much of Edinburgh's transport policy, but we were disturbed last year at the plan to cut bus lane hours: scrapping bus lanes entirely on Saturdays and making them peak-only on weekdays. Meanwhile Glasgow, after a wider consultation, is moving the other way, towards a 7-7-7 policy, 7am-7pm, 7 days a week.

Thanks partly to our campaign [Spokes 121,122] over 150 individuals and organisations lodged objections. Despite that, the Transport Committee (apart from Green councillors) approved an 18-month trial [spokes.org.uk, news 3.6.15]. The trial is now well underway, with a Committee report expected in the next few months.



Dangerous overtake - video by @mike3legs. See TshXNHS nU8 on YouTube, or follow link on Spokes website (in Bulletins tab).

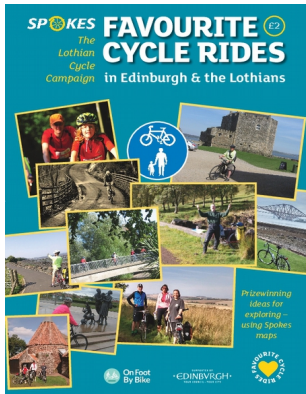
We have now been sent a video by a cyclist overtaken dangerously close by a motorist who appeared keener to stay inside the bus lane white line than to obey the Highway Code in terms of passing distances. The picture is a video-still immediately before the overtake.

The video shows plenty room in the main traffic lane, which is moving at a good speed, with no necessity for the bus lane to be open to cars. It's a clear example of the kind of unnecessary danger and scariness which the experiment can cause - not just dangerous, but hugely off-putting to people new to getting about by bike.

Danger is just one of several reasons [see references above] why we oppose the experiment and will argue for a 7-7-7 final decision. **If you are concerned, contact your councillors - and send us your experiences.**

GREAT SPOKES CYCLE MAPS

- ◆ **Midlothian; East Lothian; W Lothian/ Livingston**
Price £5.95 each in shops. **New Edinburgh map** £6.95.
- ◆ **Users say:** *a joy to use, wonderful, superb, among the finest, We have a Spokes map on our office wall – it's often used.*
 - ◆ **More details at:**
spokes.org.uk/spokes-maps
- ◆ **Special offer:** for orders to Spokes *by post* – Edinb map £5; other maps £4; *Plus* £1 p&p *per order*. Cheques to 'Spokes.'
- ◆ **Free with orders by post:** one copy *per order* (not per map) of *Favourite Cycle Rides* or *Favourite Cycling Recipes*. Please say which you would like - otherwise none will be sent.



Favourite Cycle Rides – a great booklet based on prizewinning entries from our summer 2015 competition and designed for use in conjunction with Spokes maps.

Special feature – the booklet includes a picture of each entrant, a brief bike-related biography, and why this is their favourite ride.

More info & how to get a copy – see spokes.org.uk/rides.

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NEW PARLIAMENT : what happens next?

BUDGET 2017/18

The forthcoming Scottish draft budget will be the first since the SNP was re-elected (though with no overall majority). The budget will thus give a good hint of government intentions for cycling investment and development during the next 5 years.

Sadly, the early signs are mixed. Positively, the SNP manifesto promised: “We are **determined** to meet our vision of 10% of everyday journeys by bike by 2020” and their recent **Programme for Government** (PfG) promises to publish “actions to meet the vision” this year, in the third **Cycling Action Plan for Scotland** (CAPS).

WISHFUL THINKING

It's a great ambition, first announced in 2009, but our repeated urging for an *evidence-based, costed and funded* strategy to achieve it has been disregarded. **Sadly, the 'determination' is from wishful thinking not evidence.**

We gave clear evidence in Spokes 125 [p4] - and we are far from alone. The independent Scottish Parliament Information Service [SPICe] said in May, “A more than seven-fold increase in national cycling modal share in a four year period would be unprecedented anywhere. Given this, it seems clear that the vision of 10% of everyday trips in Scotland being made by bike by 2020 will not be met.” [SB 16/33, Key Issues for the Parliament].

Even the normally cautious Cycling Scotland said in its June CAPS-2 report, “The data suggest that the vision of a national 10% modal share will not be achieved by 2020.” Modal share in 2014 was 1.4%, far from 10%, and having oscillated at just over 1% for several years.

THE NEED FOR INVESTMENT

The evidence, and the above sources, show that raising everyday bike use in a small number of years requires significantly higher investment - creating infrastructure that makes it look and feel safe to cycle.

Did the SNP consider the evidence in preparing its PfG and its manifesto? **Despite its 'determination' it was the only party manifesto not to promise higher cycling investment** - although it will maintain current levels (i.e. under 2% of its £2000m+ transport budget).

With no overall majority, the SNP must work with other parties to pass budgets - so it's worth reminding all parties of their own manifestos [spokes.org.uk, 6.5.16].

Cycling Scotland points to Edinburgh, which year-by-year has lifted the % of its transport budget going to cycling by 1% - from 5% to 10%. Similar Scottish Government funding policies could revolutionise cycling infrastructure - and we might even reach the 2020 target without overshooting by too many years!

Percentage of transport budget allocated to cycling: Scottish Government v. Edinburgh City Council

Scotland cycle funds	12/13	13/14	14/15	15/16	16/17*
Transport total	1893	2019	2019	2108	2215
Cycling total	17.9	20.4	39	39.5	41*
Cycling as %	0.9%	1.0%	1.9%	1.9%	1.9%
Edinburgh Council	5%	6%	7%	8%	9%

* The 16/17 column is not strictly comparable with earlier columns, which are from Spokes 123 and attempt to cover cycle and joint cycle/walk only. The 16/17 column is active travel and comprises £39m stated in the 16/17 budget document plus our usual guesstimated £2m trunk road cycle cash. As it covers all active travel, the 2016/17 1.9% may overestimate cycling.

BREXIT CASH BOOST ??

A Spokes initiative to boost cycling investment has been backed in the Scottish Parliament [motion S5M-01059] by Spokes member **Alison Johnstone MSP**.

First Minister **Nicola Sturgeon MSP** had announced cash to stimulate the economy following the Brexit vote - £100m for 2016/17, and more in later years. Spokes wrote to her pointing out that Sustrans *Community Links* cycling projects meet all the criteria for this Brexit cash.

- ♦ *Work can start quickly*
- ♦ It is very *job-efficient* per £1, compared to big projects
- ♦ *Local suppliers* of goods and labour are normally used
- ♦ *Every part of Scotland* has potential projects.

We added that such investment also assists government aims on public health, climate emissions and air quality. At this time we are still awaiting a reply.

Alison Johnstone's motion calls for cycling infrastructure to be a priority for Brexit cash, and was supported by five Green MSPs, two Labour and one each SNP and LibDem.

The Brexit cash is small beer in terms of government budgets, and we really need adequate cycling investment in the main transport budget. However, it would be an immediate boost before the next budget is finalised - just £20m would raise cycling investment by 50% in 16/17!

MINISTERIAL MUSINGS

Finance Secretary **Derek Mackay MSP** (in charge of the budget) and Infrastructure Secretary **Keith Brown MSP** were both Transport Ministers in the last Parliament and promised to argue for more cycling cash. Will they live up to their words now they have the levers of power??

WHAT YOU CAN DO

- ♦ **Keep in touch with your new MSPs ... email them;** Better, *speak to them*; Best, *take them on a bike ride!*
- ♦ **Remind them of their manifesto** [spokes.org.uk, 6.5.16]



Pedal on Parliament 2016 ... 5000 people call for proper investment in cycling as a means of daily transport. Attended by Labour, Green, LibDem party leaders & the SNP Transport Minister. *Full story:* spokes.org.uk 23.4.16 *Photo:* beqi at flickr.com

EDINBURGH CYCLING DEVELOPMENT

WHY IT MATTERS

Why should motorist speeds be restricted in the city? Why should main road space be given to segregated cycle lanes? Why are school streets closed to traffic? Why does the City Council have targets not just to increase cycling and walking, but also to cut car use?

There are of course many reasons of health, noise, toxic pollution, climate emissions, local shopping, economy, tourism and the general pleasantness of our streets.

But for those wanting the most down-to-earth flesh-and-blood of reasons the table below is worth a read. The

Modal share 2010			Numbers killed or seriously injured				
Edinburgh	All trips	Work trips	2010	2011	2012	2013	2014
Walk	35%	19%	51	64	81	53	67
Cycle	2%	7%*	31	35	42	33	29
Car	43%	42%	25	34	31	22	21

table shows that in 2010 the most common way to get around in the city was car. But, despite that, more people were seriously injured cycling than in cars. Walkers suffered too, with two or three times more serious injuries than car occupants, despite fewer journeys.

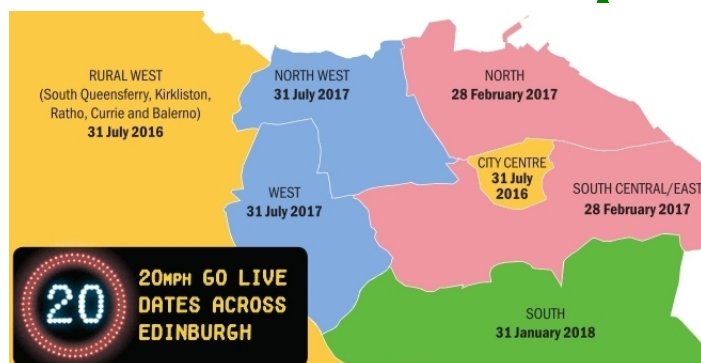
Nearly all the deaths and injuries – to walkers, cyclists and car occupants – are of course from crashes involving a motor vehicle. And most often the victims are those outside. Hence the necessity to tame the car within the city – and to support the Council's targets to cut car use.

Edinburgh Council <i>Local Transport Strategy</i> Journey-share targets	All trips		Work trips	
	2010 actual	2020 target	2010 actual	2020 target
Walk	35%	36%	19%	21%
Cycle	2%	10%	7%*	15%
Public transport	17%	21%	30%	32%
Car	43%	31%	42%	29%

All data from Edinburgh Council's *Local Transport Strategy* and the very useful site www.travelindependent.org.uk.

*Thought to be overestimate in 2010 [small SHS sample size].

CITY-WIDE #Edin20mph



The first two phases of Edinburgh's city-wide 20mph rollout are now in operation, with further phases up to early 2018. The plan was approved following one of the City's biggest ever transport consultations, and after a 3-year South Edinburgh pilot which saw public support high at the start and even higher at the end. The main consultation received nearly 3000 responses, and resulted in some planned 20mph streets remaining at 30, and vice versa.



Car driver - at 30mph it takes you 6 car lengths to stop. At 20mph, it takes you 3 car lengths.

Walker (or cyclist?) – hit by a car at 30mph you are seven times less likely to survive than if hit at 20mph.

♦ The 20mph plan could still be derailed by policy changes after the **May election** – already the Conservatives have said they may scrap the 20mph rollout [EvNews 8.8.16]. **Email all your councillors** about election manifestos (see below).

♦ Following Edinburgh's lead, an all-Scotland conference, with every council invited, called for a default 20mph urban limit instead of the present 30mph (councils would decide which roads stayed 30 or 40) - this would hugely reduce admin and costs for such schemes. However the Scottish Government says it won't tell councils what to do - although a 20mph default would be no more prescriptive than the present 30mph! **If concerned, email your MSPs.**

More info *Edinburgh* - edinburgh.gov.uk/20mph

National - www.20splenty.org/scots_default_20mph

ELECTION 2017

Every Council in Scotland is re-elected on 4 May 2017 and many changes of control and policies could result. *Here's what we'd like to see in all Edinburgh party manifestos...*

♦ **Keep the 10% budget cycling allocation** - this is vital in manifestos, as most parties contain mixed views - the Conservatives even voted against the rise to 9%.

♦ **Direct segregated cycleroutes on main roads** - every party agrees the principle of the City Centre East-West cycleroute [p7] but local SNP, Conservative and LibDem councillors wanted it diverted to side streets at Roseburn.

♦ **Princes Street** - a pedestrian and cycle-friendly future.

♦ **Wider transport policies sustainable and safe** - for example, will the **20mph rollout** continue?

*** WHAT YOU CAN DO ***

With power possibly changing in the Council, party manifestos matter hugely if cycle use is to keep rising and car use falling, in line with current targets. **Email your councillors and tell them what you hope to see in their party's manifesto. Send us any useful replies.** Choice of candidates is also vital: effective and supportive individuals can sometimes make as much difference as party manifestos.

CITY CENTRE E-W ROUTE

Every political party in Edinburgh Council endorsed this, the Council's top cycling project, at the August Transport Committee. The largely segregated route, through the city centre, will connect to cycleroutes in the north and west at Roseburn, to the Leith Walk segregated routes, and to other future links, including south to the Meadows. Design detail and Traffic Orders come next, with construction due to begin in 2017.

However the Committee delegated a decision on the controversial but crucial **Roseburn section** to the *Future Transport Working Group* [chaired by Transport Convener Lesley Hinds, with members from other parties and top council officers]. Their decision will be preceded by discussion with interested bodies at a 'stakeholder group.'

Controversy at Roseburn centres on a direct main road route (option A) versus a back-street route (option B). An amendment by Green councillors to adopt A failed; no party proposed an amendment to support B; and the Committee delegated the decision to the FTWG.

Spokes and the **Roseburn support group** had a joint deputation at the Committee – you can see it and the whole debate on the Council webcast [Spokes link below].

Spokes strongly supports the direct route, which should benefit the whole canyon-like, traffic-dominated area – giving a wider south footway, walkers separated from traffic on the north by the cycleway, and better crossings. Sustrans too, who are hoped to pay half the cost, say the project with Option A “*is the way forward for the city.*”

The top point of contention is the impact on parking/loading – but the plans retain significant loading whilst cutting opportunities for the frequent illegal car parking.

There are strong views on both sides and we urge concerned readers to contact their councillors now.

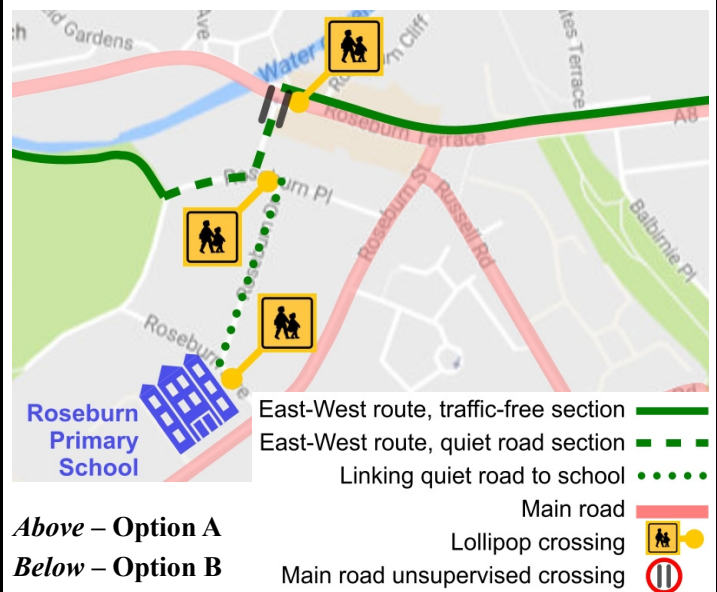
More info: 1. Spokes.org.uk [31 August news item]

2. Roseburn support group: roseburncycleroute.org.uk

3. Council: www.edinburgh.gov.uk/cycling – cycling projects

SAFE ROUTES TO SCHOOL

One of the many issues at Roseburn is safe cycle routes to school. As these maps show, the segregated main-road option has one main-road crossing, with lollipop, while option B has 3 main-road crossings, and all unsupervised.



[thanks to Eilidh Troup & Andy Arthur for maps]



Edinburgh East-West City Centre cycleroute at Melville Street - Council artist's impression

POLICE #WeAreListening

In response to a twitter poll by Edinburgh South-East Police (hashtag #WeAreListening), 58% of 636 replies 'very much' wanted more bobbies on bikes, another 23% said it would be nice and only 9% said 'no.'

One person tweeted in reply, "Yes - have seen officers on bikes in the meadows - it is such a positive thing for my children to see."

Meanwhile, **West Midlands police** have been much praised for an initiative to apprehend motorists who pass too close to people on bikes, use phones or otherwise act dangerously. A police officer in ordinary clothes, but using a headcam, cycles the more dangerous roads, and radios ahead for miscreant motorists to be stopped.

A police blog explaining the initiative has been widely applauded: see trafficwmp.wordpress.com [September 2016]. We'd love to see such an initiative in Edinburgh/Lothian!

The blog also gives valuable evidence-based background. For example, which situations are particularly dangerous, the fact that 'hi-viz' often doesn't mean high visibility, and that just telling drivers to 'look out for cyclists' isn't enough. **"Our time and effort is better spent enforcing the law."**



Edinburgh Police Chris Hill

'BIKE ALERT' PROJECT

Our video and leaflet showing motorists some of the road hazards experienced by people on bikes [Spokes 123] are now in final form. Spokes, helped by other volunteers from Sustrans and Cycling UK, used these materials this autumn with over 2000 sixth formers in police/council driver awareness sessions in East, West and MidLothian. We are hoping to do the same at a later Edinburgh schools event.

Spokes members get the leaflet in our autumn mailing. The video & leaflet are also online at spokes.org.uk/videos.

The project came out of a donation in memory of Audrey Fyfe, killed by a motorist whilst cycling in Edinburgh.

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

PARKING SHORTAGE?



"Bike parking is not a problem but a solution for urban areas. It's a matter of choice for the authorities" says @fietsprofessor from the Urban Cycling Institute.

BIKE LIBRARY, W.LOTHIAN

W. Lothian Council has launched one of Scotland's first Bike Libraries, thanks to Smarter Choices government cash.

Trained community groups can lend out bikes and offer led rides and training in cycling and in basic maintenance.

The Library also holds electric bikes, adult tricycles and adaptive bikes for people with disabilities - so almost anyone can try cycling, whatever their fitness and/or confidence, with support from trained volunteers if wanted.

Would you like to try cycling but are unable to buy your own bike? Are you thinking of buying a bike seat, child trailer or bike for yourself but want to try it out first? Are you not sure if cycling is for you but want to give it a go without having to spend any money?

Speak to your local bike lending library to find out more about borrowing a bike.



So far, there are bike library groups in Knightsridge, Polbeth, Armadale, Stoneyburn, Strathbrock, Broxburn, Blackburn, Lanthorn and (soon) Kirknewton.

More info: 01506 775626, email hit@westlothian.gov.uk www.westlothian.gov.uk/article/7882/Clubs-groups-and-training

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