

Edinburgh Budget CYCLING 10% !!

Edinburgh City Council, in its final budget before the May election, has fulfilled its promise to raise cycling investment to 10% of transport spending. Starting at 5% after the last election, funding was increased by 1% a year, to the 2017/18 10% goal.

The 10% has long been urged by the *Association of Directors of Public Health* and many other expert and professional bodies. Edinburgh is the first Council in the UK to adopt it - attracting wide praise, from the Scottish Parliament to the London Assembly.

On p7 we list projects planned thanks to the funding. **But the big question now is whether 10% continues after the Council election. Please help ensure it does – see the election articles on p6 and on our website.**

Edinburgh has been encouraged to stick to its policy by **positive public feedback** and by its **policy success** – over 7% of work trips are now by bike, and our own traffic counts show that over 20% of vehicles on some inner-city peak-time routes are bikes.

The recent Council budget consultation received many positive cycle infrastructure comments. The report says: *“Edinburgh now has more people who cycle to work than anywhere else in Scotland and the importance of cycle paths was reflected in the ideas from citizens.”*

Potholes were also a big issue: *“Concerned citizens noted the damage and risk to lives caused by (bad) road surfaces ... better roads may encourage more people to cycle, with positive impact on congestion and pollution.”*

If you sent views to the budget consultation, or if you contact councillors occasionally on cycling topics, thank you - you help keep in place the cycle funding policy.

We tell Spokes members about such consultations, so you can comment. Join Spokes to keep in touch!

COUNCIL ELECTION

Spokes Hustings, April 6 ... see page 2

SCOTLAND 1.6% BUDGET

In contrast to Edinburgh, the Scottish Government's draft budget assigns a mere 1.6% of transport cash to walking/cycling: despite the 2016 SNP manifesto “determination” that 10% of journeys in 2020 will be by bike. Sadly, with cash at this level, and just 1.2% of Scottish trips by bike, 2020 is far too optimistic [p5]. **Meanwhile, trunk road cash rises by nearly 4 times the active travel total.**

Bikes ↑ Cars ↓

News of our autumn traffic count spread worldwide after the Evening News [2.1.17] headlined our finding that the number of cars fell 28% between 2006-2016 at our peak-hour inner-city count points, with 34% more bikes. One New Zealand traffic expert [@DarrenDavis10] who tweeted the story, had 200 retweets/likes, including from the US, Canada, Brazil, Sweden, France, Germany, and more!



Overall at our Lothian Rd and Forrest Rd count points bikes comprised 16.4% of all vehicles - our highest ever November figure. Bikes formed 22.2% of city-bound vehicles and 8.9% of outbound [spokes.org.uk, 16.11.16].

WHAT THEY SAY ABOUT SPOKES

“As a commuter and general Edinburgh cyclist I really benefit from what Spokes does - this prompted me to join.”

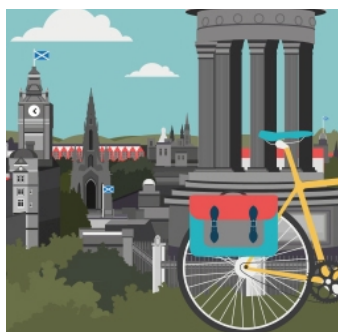
“Spokes is a brilliant organisation and I’m grateful for all your work improving cycling conditions.” [two recent emails]



All parties on Edinburgh City Council have agreed the Council's West-East plan, including the 'Option A' main-road route at Roseburn, rather than a back-street alternative. There will be a full review after one year. Detailed design is now underway, then legal orders, with work due to start early next year. If you contacted your councillors: thank you!

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!

SPRING INTO ACTIVITY!!



March: Ride to Work

Two free & fun competitions aimed at getting lots more people commuting by bike. Double your chances by entering both!

#LoveToRide Mar 13-19

lovetoride.net/edinburgh

Sustrans Scotland Mar 1-31

scotland.getmeactive.org.uk

Mar 25 Spokes stall at Farmers Market, Castle Ter.

April: get active in Politics & PoP

Spring Public Meeting • Thursday 6 April 2017

Edinburgh

all welcome!

Council Hustings

- CON** Cllr Nick Cook
Liberton/Gilmerton
- GREEN** Cllr Nigel Bagshaw
Inverleith, Spokes member
- LAB** Cllr Maureen Child
Portobello/Craigmillar, Spokes member
- LIBDEM** Hal Osler
Inverleith
- SNP** Cllr Adam McVey
Leith



Scottish Local
Government Elections
Thursday 4 May

Question the candidates on cycling and transport policy

Twitter hashtags: #SpokesMtg

STARTS 7.30pm DOORS OPEN 6.45pm

Augustine United Church, George IV Bridge, Edinburgh EH1 1EL

Come early ☕ coffee 🚲 Spokes stall 🖼️ exhibition 💬 chat

All April Other election hustings – see spokes.org.uk

Date tba Pedal on Parliament pedalonparliament.org

May 4 Election day, all Scottish councils – see p6

June: get active in mind & muscle

Festival of Cycling ... edfoc.org.uk Includes...

June 14 [Weds] Spokes public meeting

June 15 [Thurs] Spokes Bike Breakfast

Possible Spokes infrastructure tour: check edfoc.org.uk

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

REGULAR RIDES

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.

2017 IDEAS



Our 2017 competition will look for low cost ideas for councils, employers or others to make life safer, quicker, nicer or just better for getting about by bike.

Of course, major change will need major schemes, but many little things could be done right now to solve a local problem or to make cycling life better.

For example, a dropped kerb, signs, plants, blocking a rat-run, employer initiatives, allowing 2-way cycling (without a cycle lane) in a quiet 1-way street. Ideas likely to cost under a few £1000s, so not a cyclepath or a roundabout rebuild.

A council could easily drop this kerb @WillForster

way cycling (without a cycle lane) in a quiet 1-way street. Ideas likely to cost under a few £1000s, so not a cyclepath or a roundabout rebuild.

Your entry must be about a *specific* possibility, place or idea in Edinburgh or Lothian... e.g. a specific undropped kerb affecting you, not a general plea for dropped kerbs.

Don't send entries yet - the competition will be launched in our summer Bulletin – but do start thinking. NB: we may even try to get winning ideas implemented!



A business could buy a cargo bike to use & hire out, like @edfoc

Intelligent driving means tuning in to the unexpected...

Be Bike Alert

See the video at: www.spokes.org.uk/videos



'BIKE ALERT'

Our video and leaflet telling motorists about road hazards facing cyclists – e.g. potholes – have now been seen by over 2000 sixth-year students.

We intend next to get the leaflet to driving schools, car hire businesses etc - and we welcome your ideas and help, especially if you are involved in these areas.

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form should now renew for 2017. Do it now! - see instructions in your mailing. Members not getting a renewal form are up to date for 2017.

☺ 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

Editor Dave du Feu Printer Barr Printers Print run 13,000
Bulletin text may be used freely, if you credit us and give our website Created with Openoffice.org Next Issue late May.

GREAT SPOKES CYCLE MAPS

- ◆ **Midlothian; East Lothian; W Lothian/ Livingston**
Price £5.95 each in shops.
- ◆ **Edinburgh** - on water-resistant, tear-resistant paper £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
- ◆ **Bulk orders** for shops or groups of friends – see website for bulk prices. We've had several bulk orders from company BUGs (Bicycle User Groups) for re-sale to their members
- ◆ **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.

EAST LOTHIAN MAP

We hope to produce a new edition later this year – the current map is only 2014, but we are nearly sold out.
If you have comments or corrections on the existing map or ideas for the next, please email them urgently to spokes, marked for the attention of Tim Smith.



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Lightweight tandem?
Test ride a Circe compact tandem and load carrier.



Comfortable cycling?
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E: laid-back@blueyonder.co.uk M: 07981 430159 www.laid-back-bikes.scot



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The Observer Bike of the Week-15.1.17



TACKLING THE MAIN ROADS

CONGRATS HUMZA!

Humza Yousaf MSP, the SNP Transport Minister, has displayed real leadership in standing up for segregated main road cycling provision after SNP councillors voted to rip out the Ayr Holmston Road scheme, and against installing phase 2 of East Dunbarton's Bears Way.

East Dunbartonshire SNP councillor Keith Small also wanted the existing segregated Bears Way replaced by painted onroad lanes, *"We are not anti-cycling ... but we can't ignore that 18,000 cars use this road every day."*

Some might think that 18,000 cars a day is a reason to keep segregation! Speaking later, Mr Yousaf agreed...

"I am disappointed at some decisions, particularly on segregated cycle lanes, which hinder our vision."

Mr Yousaf has created a powerful task force, chaired by Transport Scotland's top official **Roy Brannen**, to tackle *"practical barriers to delivery"* such as this.

A *Scotsman* editorial later outlined the importance for reducing climate emissions and for preventing obesity of many more people getting around by bike [3.11.16] ... *"Humza Yousaf is absolutely right to regard these lanes as an important factor for would-be cyclists - lets hope his task force can get many more into existence."*



CYCLING INVESTMENT

Sadly, despite the Transport Minister clearly seeing the value of good cycling infrastructure, cash to build it is in short supply [see p5]. Councils can apply to Sustrans for 50/50 government funding but, despite many excellent bids from councils, there is only sufficient for one or two major "Community Links Plus" schemes each year.

SNP Transport Ministers have in general been positive about cycling, and Humza Yousaf looks set to continue that - but the purse strings are held by senior Ministers. The previous Transport Minister, **Derek Mackay MSP**, promised to *"make the strongest case for [additional] funding to be allocated to cycling"* [letter, 28.1.15]. Now, however, promoted to Finance Minister, he **increases trunk roads cash in the 17/18 budget by nearly 4 times the unchanged total for cycle & walk.**

#OPCLOSEPASS [twitter]

Police Scotland are to run a ClosePass initiative similar to the West Midlands police, who halved complaints about unsafe overtaking.

In a high-profile campaign, a police cyclist with a headcam recorded dangerous overtakes and



MAIN-ROAD CYCLEROUTES

Segregated main-road cyclist routes are starting to appear in Britain and early signs, including in Scotland, suggest they will be just as successful as in mainland Europe.



Glasgow's South West Way opened in Oct 2015

Segregated route	Cycle usage
Glasgow, South West Way [2 years]	Up 70% [CAPS3]
London Vauxhall Bridge [1 year]	Up 73% in rush hour
London Blackfriars Bridge [1 year]	Up 55% in rush hour
Manchester Stanningley Rd [early data]	Up 28%
Leeds Armley Road [early data]	Up 55%

On **congestion**, Transport for London says, *"In terms of total people movement, rather than vehicles, initial findings suggest that at peak times the infrastructure moves an average of 46% of all people along the route at key congested locations, despite occupying only 30% of the road space."* [30.11.16 TfL Cttee report]

MINI-HOLLAND

Work on London's first 'Mini-Holland' scheme is well underway, with dramatic early results in Walthamstow 'village' [London Evening Standard, 8.11.16]. Traffic fell by half, 10,000 fewer vehicles per day, with only small rises (max 11%) on nearby roads. The first 8 months had no reported crashes, compared to 5 a year previously, and the Council expects walk/cycle data to show big rises.

The £30m scheme, funded by the Mayor, prioritises walking and cycling with road narrowings, segregated cyclist routes, new public spaces, etc, etc, right across the 250,000-population Waltham Forest Borough. It is also hoped that serious air quality problems will be helped.

Edinburgh Council has bid to Community Links Plus for a Gyle area mini-Holland: but, even if successful, there'd be far less cash, given Scotland's cycling budget!

other illegalities such as phone use, and radio'd ahead for the car to be stopped. [see trafficwmp.wordpress.com]

Chief Inspector Stephen Innes said the scheme would be piloted in Edinburgh in the Spring. [road.cc 18.1.17]

AVERAGE SPEED CAMERAS

Average speed cams continue their life-saving work on the A9 north of Dunblane - deaths down 43%, serious injury 63% and *"the biggest change in driver behaviour for decades"* according to police. Further such schemes are surely the (cost-effective) priority for government trunk road cash, before costly new build and dualling.

SCOTTISH GOVERNMENT

Despite much talk of the value of cycling, there is a sad failure by many arms of government to take its transport potential seriously, as this page shows...

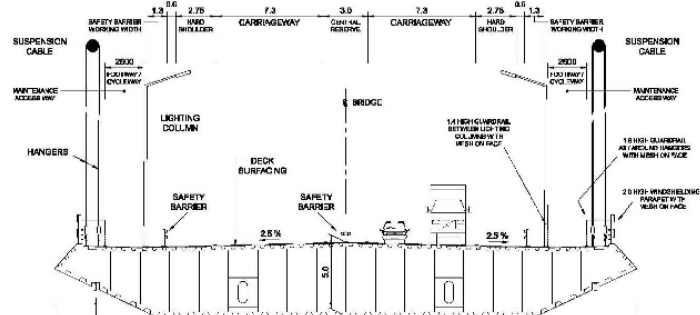
FORTH BRIDGES

It is hard not to detect a continuing failure to appreciate cycling as a form of transport...

◆ Initial **Queensferry Crossing** plans [see diagram] had cycle/walk paths – which were scrapped. When the government says the bridge is well within budget, this is partly why! The paths on the old bridge will stay open but, unlike the new bridge, the deck is not wind-shielded.

◆ When the **Forth Road Bridge closed for repairs** in Dec 2015 (due to damage from motor traffic vibration and weight) bikes were banned too – despite widespread calls for controlled cycle use. Our tweet had 82 retweets, our second most popular ever. [spokes.org.uk, 8.12.15]

◆ Until recently *forth-bridges.co.uk* told visitors **how to get there** by rail, car, bus, foot – *even by air!* - but no mention of bikes until embarrassed by a Spokes tweet!



2007 Forth Replacement Crossing Study: cross-section of new bridge deck, with cycle/foot paths

At a recent bridge briefing, we asked about **cycle routes associated with the new bridge roads**. At the south, heading west, there is a long, hilly detour, not connected to the NCN76 coast road. At the north, the Inverkeithing route looks OK and we think/hope there will be a link to the B981 for Rosyth and North Queensferry. However, Inverkeithing to Rosyth Dockyard will take forever with (we think) 6 toucan crossings, 4 of them having 2 stages.

SCOTTISH BUDGET 17/18

[For our budget submission, see spokes.org.uk, 19.12.16]

The draft budget keeps cycle/walk cash static at £39m whilst trunk road funds rise by £146m. **The increase in trunk road cash is almost 4 times the total for walking and cycling across the whole of Scotland.** Cycling falls to a mere 1.6% of total transport spend [see table below].

For every adult and child in Scotland, the government will spend £150 on trunk roads – and £7 on walk/cycle.

CAPS3, the new *Cycling Action Plan for Scotland*, promises £280m cycling investment during 2014-2021, which implies static spending for the next 5 years.

As we go to print, the budget is still in draft. The minority SNP government has to get agreement from at least one other party to pass the budget – will any of them insist on a shift from roads to active travel?

2020 VISION

In 2009 the Scottish Government announced its 'vision' for 10% of everyday trips to be by bike in 2020. Had there been an *evidence-based, costed and funded* strategy, as we continually urged, this was just about possible.

We'd love to see 10% of all trips by bike, and we do all we can to help - but at only 1.2% of trips now it will be years, or more likely decades, at current funding levels.

Our budget submission lays out the evidence - and we are far from alone. The independent **Scottish Parliament Information Service** [SPICe] said last 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 cautious **Cycling Scotland** said in its June CAPS2 report, "*The data suggest the vision of a national 10% modal share will not be achieved by 2020.*"

WISHFUL THINKING

Despite such evidence the 2016 SNP manifesto was "**determined**" to meet the vision. Transport Minister **Humza Yousaf** in CAPS3 [below] promises "**unshakable commitment**" to the vision – despite static funding!

Extensive bike use requires infrastructure that makes cycling look and feel safe – and that costs money. **Our budget submission** estimates that consistent cycling annual investment of £100m (£20 per person) could with luck and effort reach 10% cycling rates in about 10 years.

CAPS3 Cycling Action Plan for Scotland

[For more on CAPS3 & a link see spokes.org.uk, 17.1.17]

Like its predecessors, CAPS3 is a collection of useful actions, such as a task force to support bold infrastructure projects [p4], city 'Bike Life' reports, 20mph support (though we'd prefer a default 20mph) and so on.

But, despite "**unshakeable**" commitment to the 2020 10% cycle-use vision, CAPS3 is **not** an evidence-based, costed and funded programme to reach it.

Indeed CAPS explicitly rejects a sustained funding increase, similar to Edinburgh's, which Cycling Scotland had called a "**pre-requisite for success.**"

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

Scotland	£m	12/13	13/14	14/15	15/16	16/17	17/18
Transport total		1893	2019	2019	2108	2210	2376
*Cycling total		20.1	21.3	39.2	39.2	39.2	39.2
Cycling as %		1.1%	1.1%	1.9%	1.9%	1.8%	1.6%
Edinb Council		5%	6%	7%	8%	9%	10%

*Figures from CAPS3 are active travel, so overestimate cycling

Cycling Action Plan for Scotland 2017-2020
Cycling as a form of transport



EDINBURGH CYCLING DEVELOPMENT

2050 Edinburgh City Vision

- ♦ What's great about Edinburgh in 2017?
- ♦ What could be better?
- ♦ What do you want Edinburgh to be like in 2050?

Find out more at Edinburgh.org [click 2050 City Vision] – and **submit your views**. Remember this is the vision for distant 2050 – the council already has a 2020 aim for 10% of all trips, and 15% of work trips, to be by bike!!

SECURE BIKE STORAGE

Edinburgh is to roll out on-street bike storage, following a long but very popular pilot. Plans for the next 3 years are 10-15 locations and ~150 spaces a year. [See Spokes 125 for more background & contact].



UNSETTLING

A common complaint to Spokes is the discomfort – *and danger* – of some cobbled streets. In one serious injury the cyclist, whose attention was partially on rounded and wet setts, was hit by a van emerging from a side road.

It is *not* just a matter of badly-laid setts, but also how rounded they are. They can also be a problem for people crossing roads, especially if they have difficulty walking.

Yet well-laid flat-topped setts provide a heritage-compatible solution – as at the High St/ Geo IV Bridge junction. A trial in Bristol is halving setts and re-laying them flat side up. Linlithgow has paved strips through High St setts, and paved strips can help walkers to cross. On the Royal Mile, smooth drainage channels near St Giles, though narrow, offer relief from bumpy setts.



Copenhagen: a strip of flat-topped setts for cycling

A report to Edinburgh's Transport Committee [17.1.17] about setted streets omitted cycling and only briefly mentioned walking. **Thanks to our efforts, the report was postponed for cycling/pedestrian consultation.**

HOW YOU CAN HELP

If round-topped and/or badly-laid setts concern you, tell your councillors what you'd like to see. Copy us your email, especially if setts were implicated in an injury

BUS LANE CUTBACKS

As feared [Spokes 126], the Council has scrapped Saturday bus lanes and cut others back to peak-only. However the next Council might see things differently – and Lothian Buses's new Business Plan says they want to discuss this. We'd like bus lanes to operate all weekend – *if you agree, raise this with your councillors and election candidates.*

Before and after the election - keep your councillors aware of cycling! Email them about what concerns you. Not only may you get action, but if councillors know that voters care about cycling this helps keep a decent cycle budget. See p8 or use www.writetothem.com

COUNCIL ELECTIONS

Every Council in Scotland is re-elected on 4 May 2017 and many changes of control and policies could result. Might we even see falling cycle cash, back-street routes, and lower cycle use in some councils? **Party manifestos** and the *attitudes of individual candidates* matter hugely.

PARTY MANIFESTOS

Spokes wrote early on to all main parties in Edinburgh asking for three top promises to be included in manifestos...

- ♦ **Top issue: keep a 10% budget cycling allocation** [p1] Manifestos will not be published till nearer May, but we have had some formal and informal feedback ...

- **Conservative** – voted against 10% at Transport Cttee
- **Green** – we are told to expect a 10% or greater promise
- **Labour** – draft manifesto issued, includes 10% promise
- **LibDem and SNP** – no feedback as yet.

- ♦ **Direct segregated cycleroutes on main roads** – we are delighted at the eventual all-party agreement on the W-E route [p1] and hope this is reflected in manifestos.

- ♦ **Princes Street** – creating a pedestrian/cycle-friendly future for Scotland's premier street is a major challenge!

- ♦ **We also need sustainable and safe wider transport policies** - e.g. will the 20mph roll-out continue?

INDIVIDUAL CANDIDATES

Councillors almost always vote for their party's policies in council decisions, but some are proactive, enthusiastic and will push ideas forward whilst others are uninterested and may even act as a drag on their fellow councillors. The **Walk Cycle Vote** campaign hopes to provide an insight on every candidate in Scotland.



walkcyclevote.scot

*** WHAT YOU CAN DO ***

- ♦ **Our website** will give lots of info including **manifesto** details and any **local hustings** we hear of. There's already an early article [spokes.org.uk 2.12.16]. We'd like to include Lothians councils as well as Edinburgh but need people (*you??*) to send us Lothians info. Note, though, that not all parties issue manifestos in some councils.

- ♦ **WalkCycleVote.Scot** will give candidate views and information, including contact details. They also may need *your* help, to contact local candidates.

- ♦ **Make sure cycling and sustainable travel is high on the election agenda:** contact your candidates, go to local hustings - *not just the Spokes one!* - ask questions, talk to friends and colleagues, and use social media.

- ♦ **Are you (and family/friends) registered to vote?** It's quick and easy to do at www.gov.uk/register-to-vote.

Apr 6 Spokes Hustings – see page 2

April Local hustings dates will be on our website

May 4 Council elections across Scotland

POSSIBLE EDINBURGH PROJECTS 17/18

Thanks to Edinburgh's 10% cycle budget, there are many plans in the pipeline. Furthermore, the Council **doubles its money** with cash from Sustrans's Community Links scheme, bringing £m's extra investment to the city.

Although it is a 'cycling' budget, many projects also benefit **walking**, through light-controlled road crossings, raised side-road crossings, new shared paths, and so on – in addition to the Council's footways maintenance cash, which is itself just over 10% of total transport spending.

Investment in recent years was largely outside the city centre - the great A90 path, Portobello-Leith, Gilmerton-Midlothian and so on, but we should soon see more city centre projects. These tend to be far more controversial as they often need **roadspace re-allocation** from cars (moving or parked) – political dynamite, as has been seen in Edinburgh and elsewhere [p4]. **Councillors may need your support and encouragement after the election!**

Finally, the projects now in the pipeline would occupy several years of the cycle budget. **If you have a view on the most urgent, ask your councillors to push for it.**

PROJECTS IN THE PIPELINE

Note – Spokes has not yet seen detailed final plans for most of the following projects. Most also need traffic orders before work can begin.

City Centre W-E route

Once detailed design and traffic orders are complete, work is due to start in early 2018 [spokes.org.uk 16.12.16].

Leith Walk, Montgomery St to Brunswick St

Work should begin, with segregated cycle lanes, once a legal inquiry into objections (mainly about car parking) is complete [NB: the Leith Walk project is largely funded with government and other cash, not from the cycle budget].

Meadows to Canal

This long-awaited project was put on hold due to staff shortages but should go ahead in 17/18.

Marchmont to Kings Buildings

Has also been delayed by staff shortages.

Fountainbridge and Dundee Street

In a big development area and providing an alternative to the crowded canal towpath for some people - we have not yet seen plans but hope for segregated provision.

North Edinburgh Network upgrades

A wide range of minor improvements, including ramps at several step-only accesses.

Roseburn to Canal

This exciting but very costly project was consulted on in 2015 but then delayed due to staff shortages and costs. It is unlikely to start construction this year

Linking existing offroad routes

The Council in 2016 consulted on 10 projects, mostly small but often vital locally: e.g. the path avoiding Lower Granton Road. Some of these should be built in 17/18. [Web links and our consultation responses are at spokes.org.uk : documents : local : Edinburgh : then see north, west, etc].

Braid Hills Drive

Planned 'light segregation' cycle lanes were dropped due to motorcyclist safety fears. New plans are awaited.

One-Way Streets and Parking in Cycle Lanes

Reports on these two subjects are expected shortly, and work may begin on recommendations in 17/18. The bike lane parking report will be especially interesting as this is such a contentious topic with motorists and shopowners.

CL+ COMPETITIVE PROJECTS

Edinburgh has three projects shortlisted in this Scotland-wide Sustrans competition for large-scale, innovative and exemplary schemes with high-quality infrastructure. One or perhaps two winners will be announced this summer, with cash to begin delivery in 17/18. Edinburgh's three bids are below. [CL+ details at sustrans.org.uk/scotland]

City-Centre West-East route

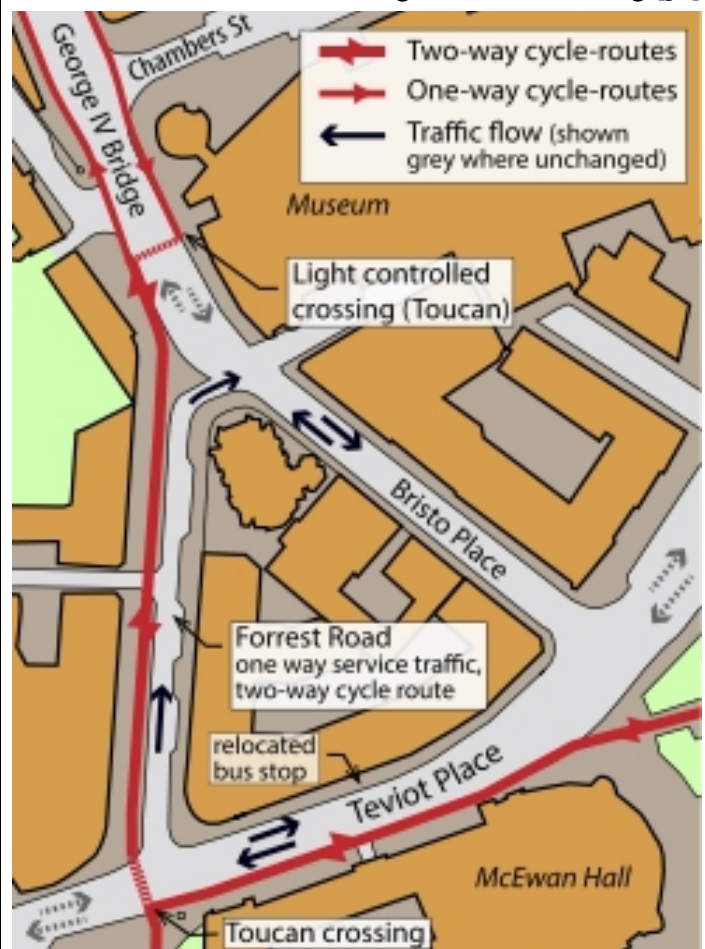
This bid is an enhanced version of the existing West-East project, which was highly commended by CL+ last year. Success would also speed up project delivery.

West Edinburgh Mini-Holland and City Link

The car-dominated Gyle area would become a 'Mini-Holland,' like now appearing in London [p4] and would link to the W-E route at Roseburn. Shopping, housing, businesses, colleges and rail stations would all be linked.

Meadows to George Street

A project for which we have long argued! Our traffic counts here show bike use rising and car use falling [p1].

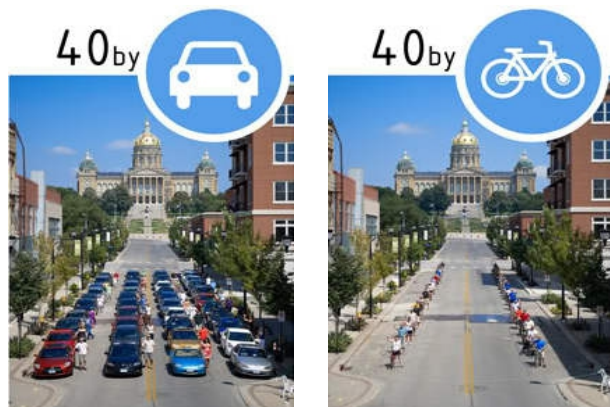


A possible option for Forrest Road, suggested by Spokes

Given the width of Geo.IV Bridge, and no-parking on the Mound already, the opportunities for a superb cycle/walk scheme are huge. Back in 2014 Spokes suggested an option for the trickiest section, Forrest Rd – see drawing.

GOODBYE TO THE CAR?

Chief Executive of Ford, **Mark Fields**, says future cities will no longer be ruled by cars [uk.businessinsider.com 31.1.17]. Congestion means cities must “think differently” - how *people*, rather than *cars*, get around - with a mix of bus, rail, bike, walk, and shared driverless vehicles. Ford, he said, is starting to move into urban planning, flexible urban transit [chariot.com] and bike share [motivateco.com].



Facebook.com/urban.ambassadors

There are already signs of this in Edinburgh. Our traffic counts [e.g. p1] show inner-city car use down and cycling up. Even in 2011, the Census showed car-commuting down and more car-free households. Growth of the car club is another positive sign [see centre supplement]. **We must ensure the new Council continues this progress!**

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] |

A PERSONAL VISIT??

Many people email their MSP or councillor and it's great if you do that too. But why not visit their surgery for a chat on some issue that particularly concerns you – it could make an even bigger impact!! Ask them for details of time and place.

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

CLIMATE CHANGE

Spokes has responded to the Scottish Government's draft *Climate Change Plan* [RPP3] for the next 15 years. Since RPP2, the previous plan, transport emissions have stayed stubbornly high, yet the new plan is very disappointing...

- ♦ It seems to have given up on achieving significant shift from car to bike – despite the government's so-called “unshakable” 2020 bike-use commitment in CAPS3 [p5]
- ♦ Investment in cycling/walking is planned to be static for the next 5 years – way below what is needed [p5]
- ♦ The plan fails to include likely emission rises from trunk road expansion and scrapping air passenger duty
- ♦ 'Demand management' (e.g. trunk road speed limits; workplace parking charges) is the most cost-effective way to cut car emissions – but is not proposed.
- ♦ Significant emission reductions are planned only via technology, such as electric vehicles and cleaner fuels.

Contact your MSPs if you agree with us. Our evidence is at ... spokes.org.uk/documents/submissions/national.

TOXIC POLLUTION

Whilst 150-200 people each year die on Scotland's roads, 2500 are killed prematurely by air pollution, according to FOE Scotland research - with road traffic the greatest cause.

And just as road crashes cause injury as well as death, so pollution is linked to low birthweight in babies, slow child lung development, and respiratory and other diseases in people of all ages. The biggest dangers are nitrogen dioxide from fossil fuel combustion, and minute invisible particles of metal, soot and rubber, which penetrate the lungs.

Smoky cars ...

So that's why there are so many yellow lines on our streets ;) Though with the current levels of town and city pollution we could use even more!



Scottish Government air monitoring stations have found 38 areas where legal pollution limits are regularly exceeded. *Locally these are:* St Johns Rd (the worst), Glasgow Rd, City Centre, Queensferry Rd, Salamander St, Great Junction St, Inverleith Rd, Linlithgow, Broxburn, Newton, Musselburgh.

FOE is campaigning to shift Scottish Government policy and funding towards public transport, walking and cycling, and for Councils to introduce Low Emission Zones.

Find out more: www.scottishairquality.co.uk/laqm/aqma

Get involved: foe-scotland.org.uk/air-pollution

SPOKES IS FORTY !!

Yes, Spokes was born in 1977 ... we hope to mark the occasion this autumn, possibly including an exhibition and video. Ideas/offers/help welcome! We'd specially like old video or newsreel of spokes activity.

Help Spokes, other cyclists and yourself by joining us!
Download a membership form at www.spokes.org.uk