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

PRINCES STREET

Spokes has launched a petition for a Princes Street free of motor traffic – open only to walking, cycling, trams and perhaps a low-speed electric shuttle-bus.

Edinburgh could and should emulate cities like Seville, Copenhagen and Barcelona, which have reclaimed the streets for people on foot or bike, for buggies and wheelchairs, for locals and tourists – improving quality of life and generating new economic opportunities.

Below are two Princes Streets. In which would you feel relaxed, and in which harried? Which would you cycle along with your kids for shops and an ice cream? Which would you proudly recommend visitors to see?



Please sign our petition for a traffic-free Princes Street!
See the January 28 news item at spokes.org.uk or go direct to the petition at www.edinburgh.gov.uk/petitionsdirectory.
Tell friends & colleagues; tweet, facebook etc. photos: DdF



Edinburgh's Planning Convener **Cllr Ian Perry** already has said the council needs to be "bold" here [Spokes 114]. Vice-Convener **Cllr Sandy Howat** said "With the tram soon to run down Princes Street it is a great opportunity to think about the type of city centre we want and how to improve people's experience" [CEC planning newsletter] ctd p3

INSIDE

- ◆ Future of Local Transport - public meeting [p2]
- ◆ Cycling Scotland pullout [centre]
- ◆ Bike storage in gardens [p4]
- ◆ Climate change; Government funding [p6]
- ◆ Outside Edinburgh; 20mph [p8]

EDINBURGH GREAT

Edinburgh City Council's 2013/14 budget assigns 6% of transport capital & revenue to cycling. The Council thus keeps its coalition promise, and sticks with its policy to raise cycling investment from an already impressive 5% of transport budgets by a further 1% a year during this council term. It's a great example to other councils - indeed Edinburgh was quoted in the **London Assembly** in a successful bid to increase Mayor Boris Johnson's proposed cycling budget [spokes.org.uk, 12.2.13 news].

Edinburgh councillors do this because they see that their policies are working and are valued [albeit with argument on some aspects!] Most important, **cycle use keeps rising**, as shown by our surveys and the council's own cordon-counts. Our latest count, on a drizzly winter morning, found bikes at the highest ever and a continuing trend to fewer cars - particularly at our Forrest Rd count on the new Bike Corridor [spokes.org.uk, 17.11.12 news].

EDINBURGH GRIT

Thanks to the new budgets 2012 was the first ever winter in which Edinburgh's main offroad cyclist routes received scheduled gritting. As snow fell, the Council received instant unanticipated praise on social media, in contrast to the complaints from cyclists in many towns. We saw comments such as "Council getting it right on this key route" and "unprecedented" [spokes.org.uk, 22.1.13 news].

A member who emailed thanks to her councillors was told, "I am most grateful for your email which I read with a smile ... I recognise we have a long way to go and am grateful for your encouragement." Of course it's vital to email councillors with problems and suggestions but praise (where deserved) is also very valuable – not least in helping maintain support for the cycling budget!

SCOTLAND GREET*

Sadly, we are less sanguine at Scottish level. Powerful lobbying in 2012 at least meant no government cycling cuts in this year's draft 2013/14 budget - indeed, a little extra - but funding still hovers around 1% of the transport total [p6] and the latest *Low Carbon Scotland [RPP2]* document is worse than RPP1 in terms of transport. Our response to the government's *CAPS consultation* [Cycling Action Plan] highlights other major policy problems [p6].

*Scottish meaning of greet!

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

ABBREVIATIONS USED IN BULLETIN

G The Guardian (S)H (Sunday) Herald
SG Scottish Government LTT Local Transport Today

FOR YOUR DIARY

ON ALL RIDES: Please ride considerately and carefully. You are entirely responsible for your own safety.

Spokes Sunday Rides - 'Explore, Dream, Discover!' First Sunday each month, 30-40 miles. Meet 10am, Usher Hall. Lunch at pub/café, or bring picnic. We show the way, help with breakdowns, wait for the less-speedy. Your bike *must* be in good order. If under 14 you *must* come with an adult. www.snowcycle.co.uk stuart@snowcycle.co.uk 445.7073.

Easy: 'Twenty Milers' Mainly paths/quiet roads, 10-3, 2nd Sat of month. Mike Lewis 343.2520 mike@cycling-edinburgh.org.uk.

Weekends - 'Mellow Velo' - Hostel/ B&B w'ends - evolved from Spokes weekends group - www.mellowvelo.org.uk.

More Edinburgh rides/events www.cycling-edinburgh.org.uk - includes 'very easy' rides, usually last Sun of month

Go Bike! Glasgow area, 1st Sunday + others www.gobike.org.

Monday 8 April: Spokes Spring public meeting

THE FUTURE OF LOCAL TRANSPORT WITH SPECIAL INPUT ON CYCLING

- ◆ **Prof Iain Docherty** : trends and policies in local transport
- ◆ **Jim Eadie MSP** : Scottish cycling policy developments
- ◆ **Cllr Jim Orr** : Edinburgh cycling policy developments
- ◆ **followed by** questions from the floor and panel debate

Venue: Augustine United Church, George IV Bridge

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

More info: martyn.edelsten@ted.ac.uk 07972 896839

Iain Docherty is Professor of Public Policy at Glasgow University with interests including sustainability and transport. **Jim Eadie** is vice-chair of the Scottish Parliament Cross-Party cycling group, and Parliamentary Officer to Infrastructure Cabinet Secretary Nicola Sturgeon MSP. **Jim Orr** is Edinburgh's Transport Vice-Convenor, has responsibility for cycling, and is a Spokes member.

Apr 28 Innertube Postcode Challenge A fun day for all ages on North Edinburgh Paths, 11-4. Details later: www.elgt.org.uk

May 18* Pedal on Parl't 2013 Last year was unmissable and had a big political impact. *Check date at pedalonparliament.org.

June 15-23 National Bike Week bikeweek.org.uk and the new **Edinburgh Festival of Cycling** Contact edfoc if you can put on any cycling-related event... edfoc.org.uk.

June 19 Spokes Bike Breakfast City Chambers 7.45-9.45.

Other dates and info: see www.spokes.org.uk events column

NEVER TOO LATE TO START!!

Not been on a bike for years? If you're over 50, there are free 'Ageing Well' courses in Edinburgh to help you learn basic cycling skills and build confidence. Phone 458 2185.

Whatever your age, a wide range of training is available at thebikestation.org.uk/training [usually charged]. Starting to cycle, maintenance, confidence, competence, cycling with a child, etc. Fully-qualified trainers, teaching in groups or 1-1.

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2013 even if there are no changes. Do it now! Members not getting a renewal form are up to date for 2013

😊 THANK YOU 😊

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

THINGS TO DO [if you agree!]

- ◆ **Princes Street** – sign the Spokes petition!! See p1.
- ◆ **Europe-wide 20mph/30kph** – support a default low speed limit in all European urban areas [with discretion for local councils to set other limits] <http://en.30kmh.eu>. Also: p8.
- ◆ **Driving Test cycle awareness** – support British Cycling's manifesto request... petitions.direct.gov.uk/petitions/44059.
- ◆ **Organise a 2nd-hand Bike Sale** for your school or other group. There will soon be a Spokes factsheet on doing this.

CYCLING CELEBRITIES

You may have heard of **Chris Hoy**, but have you heard of...

- ◆ **Forthside Volunteers:** Based in South Fife, the *UK winners of Sustrans Volunteer Awards 2012*. Setting up rides for new cyclists, maintaining paths, Duke of Edinburgh work, etc. [Search for *The Movement, Autumn 2012* at sustrans.org.uk].
- ◆ **Judy Cantley:** *Sustrans individual Scotland volunteer award winner*. As well being a Sustrans ranger and ride-leader, Judy does a huge amount for Spokes and is our stalls organiser [*The Movement*, above].
- ◆ **Stan McWhirter:** *Sir William Darling Award for good citizenship*. Stan, a long-term Spokes member, has for many years helped keep the towpath free of litter and graffiti, and encouraged others, all on his own initiative [*Autumn 2012 news p2* edinburghgreens.org.uk/site/local-teams/fc].



Get inspired and get involved - next year it might be you!

PHOTO & CAPTION

Advance news: our great **summer competition** continues! In 2013 we're looking for a **photo and caption** to illustrate cycling – particularly, 'useful' cycling such as shopping, school, health, carrying things, getting somewhere, etc. If your photo includes a location it must be in Edinburgh or Lothian. Results may appear in future Bulletins and online.

For how to enter, and the usual great prize list, see our Summer Bulletin, out in June. *Don't submit entries yet.*

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

BEST NEW BOOK

City Cycling by John Pucher & Ralph Buehler, MIT Press 2012. Research-based analysis of the '*urban cycling renaissance*' in Europe and the US; aiming to advise and promote cycling as a way of getting about for everyday local journeys by all ages and both sexes. mitpress.mit.edu/books/city-cycling-0.

WWW.SPOKES.ORG.UK

Our website has much useful info: try the tabs at the top, the 'cloud' on the right or links from relevant news stories.

Major website updates/news are tweeted and facebooked [click to our twitter / facebook sites from www.spokes.org.uk].

Please join Spokes too: we need your donation & support!

SPOKES BULLETIN INFORMATION

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LOCAL NEWS [more p4]

TRANSPORT STRATEGY

Edinburgh Council is developing its 2014-2019 *Local Transport Strategy* [LTS], which guides transport policy in the next 5 years. As a first stage it is consulting on 10 'Key Issues for Review.' Existing Action Plans (including cycling) are not up for review yet but will be included in the later full consultation on a draft LTS. However there are important and contentious decisions to be taken now.

The 10 'key issues' [some with options] include...

1. Integrated transport Cycling is often *not* properly integrated. Many of the **tramline problems** are because the *initial design* did not consider cycling, so cycling has to fit into a predetermined tram-line layout – despite our warnings on this from the start. The big new **Haymarket station** will have no Bike Hub (for secure storage, bike maintenance, etc). There are many other examples. *The Council must get serious about integration* - including when granting permission for projects by outside bodies.

PRINCES STREET ctd from p1

Back in 2010 a report for the council by Copenhagen-based architect **Jan Gehl** identified pedestrian/cyclist priority as “*a necessity*” if Princes Street is to attain its “*huge potential*” rather than being just a “*big bus station*” [*spokes.org.uk* : documents : local : Edinburgh : Princes St]. Speaking again in 2012 he said we remain a very long way behind the world's best and most sustainable cities.

Gehl's plans have humanised top city streets around the world, notably **New York's** Broadway, where casualty figures plunged and property values shot up as motor traffic was excluded from large areas. Similarly in **Paris**, Mayor Bertrand Delanoë is converting motorways by the Seine to walking/cycling, 2.5km on the famed left bank [Princes St is just 1.6km] and 1km on the right [G 3.8.12].



Thanks to tram works, Edinburgh in December 2011 experienced a one-month traffic-free Princes St, giving a small glimpse of a possible future. Even without new cafes, landscaping, greenery, seats, etc people loved it...



3. Speeds, 20mph We support Option 1, 20mph in busy and shopping streets, not just residential. Research by Dave McCraw suggests that bus times would hardly be affected mccraw.co.uk/lothian-buses-20mph-limit. See also p8.

4. Speeds, 30mph+ We support Option 1, reduce 40mph to 30 on Comiston Rd, Telford Rd, and similar.

5. School Streets We support trials of this, Option 1.

6. City Centre parking Policies need followed more enthusiastically, especially reducing on-street parking to allow safer cycle routes and more space for pedestrians.

7. Sunday Parking We support Option 4, to improve cycling and pedestrian conditions and encourage more bus use - hopefully resulting in better bus frequencies.

9. Air Quality We support Options 2 or 3, Low Emission Zone – the arguments between these are a bit complex!

10. Travel Planning We support Option 1, a new officer.

WHAT YOU CAN DO!!

Complete the online council survey by March 17. Find it at edinburgh.gov.uk [search for 'transport strategy']. If you are too late [or in any case!] email your councillors – find them at www.writetothem.com.

Of course, Princes Street can't be seen in isolation and a plan encompassing the whole central area is essential. Back in 2010 [Spokes 108, 107] the council was talking of buses/taxis one-way each on the south sides of Princes and George Streets, with wider paving and 2-way cycling on the north sides. If the council is scared of a 'big bang' plan, this could be an initial option - just like cars were initially banned from Princes St in one direction only.



There are many reasons to highlight Princes St. It is Scotland's premier street, known worldwide, yet its ambience fails to reflect that. On a bike, it connects directly to east, west and south, without the squares and junctions of George St. And many of the now frequent tramline crashes are due to traffic pressures forcing the cyclist sideways into a tramline, or preventing proper positioning when crossing.

INTERNATIONAL INSPIRATIONAL

“Transport is at the heart of many of the most pressing issues facing the world today – from climate change to public health ... Decisions whether to build highways or ... greenways have tremendous impact not just on the air we breathe and the price we pay to get around, but also on the health of our planet.” See what already happens in cities round the world at www.itdp.org.

For more inspiration see **Jan Gehl's** books, *Cities for People* [www.gehlcitiesforpeople.dk : books] and *Our Cities Ourselves* [read it free at gehlcitiesforpeople.dk/2010/07/06].

LOCAL NEWS [more p3]

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

COMING SOON

There's a lot in the 'welcome' pipeline, much of it thanks to the council's cycle budget – now confirmed for 2013/14 [p1].

Edinburgh's great budget commitment has also enabled the council to win significant extra Scottish Government money, especially via the Sustrans match-funding scheme.

- ◆ **North Meadow Walk** To be widened and resurfaced, probably May/June. Unfortunately it won't be widened at its ends due to tree preservation and land ownership.
- ◆ **Meadows to Innocent, Meadows to Canal, North Ed paths to Canal** [basic version] Build in 2014/15.
- ◆ **Market St uphill cycle lane** This was under threat [Spokes 112] but should now go ahead. *Thanks if you contacted your councillors!!* It will be part of a wider scheme to improve Waverley taxi/bike/bus conditions.
- ◆ **Edinburgh to Forth Bridge** Major 2013/14 upgrades to this in parts dreadful route, after much campaigning [Spokes 110,112]. Sadly, funded from cycling budgets, not from the government's huge Forth Bridges budget.
- ◆ **Straiton-Burdiehouse** We should see this final link in a safer Edinburgh to Midlothian route in 2013/14.
- ◆ **Craigeith to Botanics** A minor-road east-west route in 2013/14, with improved junction cycle safety.
- ◆ **Several smaller schemes** e.g. onstreet bike parking
- ◆ **Onstreet tenement overnight bike storage** Pilot schemes at last to go ahead in 2013 [Spokes 110 p3].
- ◆ **Additional cycling officer** Staff are being expanded [cycling & walking] to ensure the cycle budget is fully and effectively used and maximum outside funds won.
- ◆ **Information** Increased staffing is starting to result in greater information of many types, ranging from route signing to an excellent analysis of bicycle crashes [p7].

BIG CONCERNS

TRAMLINES ... There is a continuing litany of crashes and 'minor' injuries - which can mean months of pain and loss of full capacity. Many result from traffic pressures - being forced sideways when a taxi moves out, or unable to position oneself to cross tramlines at a safe angle. Such crashes *would not happen in a traffic-free street* [p1] and other falls would not risk the cyclist being run over.

Many problems arise because the basic tramline layout was designed stand-alone, not integrated - despite Spokes warnings and advice from a Dutch expert we brought over [spokes.org.uk : documents : public transport : tram].

Nonetheless, consultation continues, to seek whatever amelioration is still possible at this late stage - with onsite meetings and Council tram stakeholder manager Trevor MacDonald joining the Cycle Forum.

LEITH WALK ... Spokes joined **Greener Leith**, local Community Councils and others in an unprecedented joint last effort calling for a truly people-friendly street - limited to 20mph and with an uphill protected cycle lane and other cycling features [spokes.org.uk, 14.1.13 news]. The outcome should appear on the council website on 13.3.13, for decision at the 19.3.13 Transport Committee.

HOME BIKE STORAGE

Our last issue [Spokes 114] highlighted the crazy situation whereby the council's transport section works towards a target of 10% of all journeys by bike in 2020, while often the planning section orders removal of modest-size bike sheds/containers from front gardens. Since then **two families have won appeals** - after great persistence, much stress, and thanks also to help from Spokes, local councillors and, in one case, support letters from 10 neighbours.

A government reporter allowed one shed [picture in Spokes 114 p3] provided it was reduced in height to 1.5m, stating that its visual impact would be little more than the wheelie bins, and that the council's order **"exceeds what is necessary."**

The other case went to the council Planning Committee, which voted 10-4 to allow the appeal [spokes.org.uk, news, 19.12.12]. Councillors compared the visual impact of the bike box to wheelie bins, and pointed out the visual and other benefits of reduced car congestion if bike use was more widespread. One called the decision to allow bike storage a **"no-brainer."**

We thank two local councillors, both Spokes members, who put a great deal of effort into these cases – **Cllr Gavin Corbett** [Fountainbridge/Craiglockhart] and **Cllr Melanie Main** [Meadows/Morningside].

Cllrs Sandy Howat [Planning Vice-Convener] and **Jim Orr** [Transport Vice-Convener] are also working on the wider issue.

"While the success of this application is to be welcomed, we need to ... put in place clarity to allow expansion of their use [garden bike storage] ... also to protect amenity considerations. Clarity would allow applicants to seek permission with confidence in the system." **Cllr Sandy Howat, Planning Vice-Convener**, email to a constituent.

The current advice *'each case is treated on its merits'* gives no clarity on what might or might not be allowed. A shed survey by Spokes found wide disparities in decisions on sheds and containers, with decisions sometimes seeming almost to depend on which officer is responsible.

WHAT HAPPENS NOW

Locally we are preparing draft guidance ideas for discussion with the council, and possibly to be issued as a Spokes factsheet. At **national level** our CAPS submission [p7] seeks a change of rules so that bike storage of appropriate size and discreet colour does not require planning permission. A letter in *Local Transport Today* [21.12.12] suggests garden bike storage bans may affect bike use in towns across the UK.

Finally, if you or someone you know has been refused permission, or ordered to remove bike storage, contact Spokes. We may be able to suggest ways to increase your chances. And always **contact your councillors for help** [www.writetothem.com]. Ask them why the council prevents you from storing a bike when it also wants you to cycle!



Cllr Melanie Main



Cllr Gavin Corbett

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NATIONAL

Unlike last year, the Scottish Government's 2013/14 draft budget did not cut active travel investment. Indeed there was a £9.9m rise (split over 2 years) from the budget and 'consequentials' [see below]. This change of heart follows last year's big political pressure – the budget lobbying and demo [Spokes 112] and Pedal on Parliament [Spokes 113].

This brings cycling investment up to a whisker over 1% of total transport spending [table]. If continued, it allows the government to claim realistically that its manifesto promise is met [Spokes 111]. **However 1% is far too low to reach its 2020 cycle-use target, 10% of trips by bike.**

THE DEPUTY FIRST MINISTER : 10%

There has been debate on whether '**10% by 2020**' is now a *target* or a *vision* [spokes.org.uk 10.2.13 news]. Speaking on the record, **Deputy First Minister Nicola Sturgeon** made a clear statement to the Scottish Parliament's ICI Committee, **"We are committed to the 10% target ... we have commitment and determination ..."**

Cycling Action Plan for Scotland

What is needed in the CAPS 'refresh'? [centre pages]. **Our submission** includes the following [spokes.org.uk, 7.2.13] ...

- ◆ **5%-10% of the transport budget** is now necessary to give any hope of reaching the government's 2020 target.
- ◆ **Strong political leadership**, government and councils.
- ◆ **Transport Scotland restructuring** to ensure cycle integration and stop disasters like the Forth Bridge, Gogar station, Haymarket Station, Edinburgh tramline design, Bathgate/Airdrie, etc – which ban cycling, or scabble to somehow fit it in once the neglect becomes painfully clear.
- ◆ Objective analysis of **promotion and safety policies**. *Take seriously* the possibility that some aspects may even be discouraging cycle use and/or increasing casualties.
- ◆ New **planning rules**, including clarity and positivity on modest discreetly-coloured bike storage in front gardens.
- ◆ Genuine implementation of the government's **transport modes hierarchy**: walking, cycling, public transport, car.

OTHER SPOKES SUBMISSIONS

[See recent news items and spokes.org.uk : documents : national]

In the **NPF3** consultation [National Planning Framework, Scotland] we proposed a cycle-friendly town in every Council, linked by an upgraded National Cycle Network. Transform Scotland, Cycling Scotland and others have made similar proposals [centre pages]. **Ask your MSPs to support these proposals** [spokes.org.uk, 23.11.12 news].

For the **APPCG** [UK Parliament All-Party Cycling Group] Inquiry, *Get Britain Cycling*, we showed how Edinburgh raised cycle use; we asked for high quality infrastructure; and for serious thought whether existing promotion and safety methods push the wrong image, deterring some people whilst others become too confident on busy roads.

"Three-quarters of British cyclists are men ... a macho cycling culture where riders are expected to mix it with speeding cars and trucks. When it comes to cycling as everyday transport, the UK is so far down the table, it's almost scary. With the Olympic medals people have the idea that the UK is doing ok in cycling. It is not!"

Kevin Mayne, European Cyclists Federation [G 21.1.13]

MASSIVE LONDON INVESTMENT

The London Assembly has voted a huge £140m to cycle investment in 2013/14 for their 8m population [lcc.org.uk 8.2.13] – compared to our £20m for Scotland's 5m people. That is £17-£18 per person, enough to mean impressive cycle infrastructure, and substantial growth in cycle use.

SCOTTISH CYCLING INVESTMENT

Our table estimates **Scottish government cycling investment**. It covers cycling only, but including joint walk/cycle projects. It excludes non-government funds; in particular, councils and Regional Transport Partnerships raise £8-9m from their own funds and from outside sources like Europe [Spokes 114].

Government active travel budget lines are complex - despite Parliament's ICI Cttee repeatedly requesting transparency [e.g. Adam Ingram to Nicola Sturgeon in evidence session in box opposite]. We therefore mainly show funding *destinations*, not *sources*.

[£million]	10/11	11/12	12/13	13/14	14/15
Cycling from CWSS [a]	4.0	4.0	3.2	~3.0	~4.3
Sustrans [b]	7.7	5.8	9.7	9.7	~9.7
Cycling Scotland	1.3	2.3	2.0	2.0	~2.0
Consequentials Dec 12 [c]	-	-	-	2.7	1.2
Trunk road bike schemes	~2.0	~2.0	~2.0	~2.0	~2.0
Other [d]	1.4	0.9	~0.9	~0.9	~0.9
Total cycling	16.4	15.0	17.8	20.3	19.6 est
Total transport spend [e]	1864	1812	1893	2027	2039
Cycling % of total	0.88%	0.83%	0.94%	1.00%	0.96%?

~ Not yet announced: estimated, or assumed same as previous year.

a. Cycling, Walking, Safer Streets fund for councils. We show how much goes to cycling, using Spokes 114 survey + assumptions.

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

c. Consequentials Additional sums for Scotland from UK budgets.

d. Other includes cycling element of Smarter Choices [Spokes 114] and cycling element of Climate Challenge Fund [estimate].

e. Budget transport lines + FTF + CWSS.

SAT Sustainable and Active Travel budget line. A hotch-potch of walk, cycle, low carbon vehicles and some bus and park & ride!

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

CLIMATE CHANGE

Fire, flood and storm worldwide in 2012 were accompanied by grave warnings about the future from the World Bank and many other reputable sources [climatechange.worldbank.org; www.globalchange.gov; climate.nasa.gov].



The Scottish Government, however, failed its first Climate Change Act target, a 0.6% emissions cut, with a 2% rise instead. *Low Carbon Scotland*, the new draft RPP2 report on policies and proposals to meet the targets, is much too weak, and moves backwards on transport, according to Transform Scotland. Find out more [stopclimatechaos.org/scotland], and Feb 6 news at [transformscotland.org.uk] then contact your MSPs [p8].

SAFETY VARIABLES

Cycling is now far safer than it was, with UK deaths per billion km cycled down from 48 in 1990 (and 84 in 1970) to just 22 in 2011. However, since the early 2000s this rapid decline in casualty rates has levelled out – even more so for serious injuries, which rose 16% in 2011 [G 9.11.12].

At the same time, cycle use is rising only very slowly in Scotland as a whole [Cycling Scotland annual report 2011/12].

One possibility is that there are more of the fully-equipped confident cyclists, willing to tackle busy roads; but fewer people who will hop on a bike for errands in their local area.

The fully-equipped confident main-road cyclist feels fairly safe, and probably knows and largely follows the rules of the road - but is in a much less safe environment than the casual unhelmeted person who nips out by bike for a local errand, as you might on foot or by car without armouring yourself.

The safety variation between different road types is truly staggering: see table. If 'safety' messages from government, councils and media are creating more of the confident, fully-equipped cyclists on fast, busy roads, but deterring people who might only use a bike for local trips, this could easily explain why overall casualty rates have stopped falling.

Road type [figures are UK year 2011, except where stated]	Cyclist deaths per bn km cycled [serious injury]
Urban A roads	39 [1436]
Urban B,C, & unclassified	8 [450]
Rural A roads	170 [1739]
Rural B,C, & unclassified	22 [383]
UK – all cycle travel, year 2011	22 [624]
UK – all cycle travel, year 1990	48
UK – all cycle travel, year 1970	84
Denmark – all cycle travel 2010	12
Netherlands all cycle travel 2010	12

[The UK year 2011 data is from DfT. Find it by googling *table RAS30018*]

In a typical urban area you are 5 times more likely to be killed per km on an 'A' road than on lesser roads. Indeed, sticking entirely to local urban minor roads you can even be safer than an average Dutch or Danish all-areas cyclist!

The differential between A-roads and other roads is even worse for out-of-town cyclists, with 8 times greater risk on 'A' roads than on lesser roads. Media coverage of celebrity cyclists hit by cars on such 'A' roads implies that 'cycling' is dangerous - but such cycling is irrelevant to a person nipping down to local shops on their bike [G 9.11.12] - their death risk per km is under one-twentieth that on a rural A-road!

LESSONS FOR GOVERNMENT - please discuss!!

◆ **Main roads need top-quality cycle infrastructure and/or equally direct alternatives.** Main roads attract cyclists because they are direct from A to B - but are far less safe.

◆ **'Safety' campaigns may do more harm than good** if they give the impression that all the safety gear suddenly makes you safe on main roads without good cycle infrastructure.

◆ **To raise bike use, put more emphasis on everyday local trips** - just as one would nip out on foot, or hop into a car. *Don't put people off* by making it feel you must be in armour to go by bike - most local-area cycling is very safe. Discouraging people also eliminates massive health benefits.

More info: Dec 6 news at spokes.org.uk [APPCG submission]

Picture credits... edinburghcyclechic.wordpress.com [top 2 photos]; Urban mobility www.eltis.org; Anthony Robson citycycling.co.uk.

LEADING THE WAY!



HEALTHY, HEALTHY

The health benefits of cycling greatly outweigh the injury risks. ***“Regular physical activity is crucial to a healthy lifestyle.”*** It greatly lowers risk of heart disease, type 2 diabetes and stroke, and helps good mental health. Yet 2/3 of UK men and 3/4 of women are insufficiently active, with a health impact roughly the same as smoking. ***“Walking & cycling should become the norm for short journeys”***

... Guidance on promoting walking & cycling from NICE, the National Institute for Health and Clinical Excellence guidance.nice.org.uk/ph41

Meanwhile, the **annual report of Scotland's Chief Medical Officer** says increased physical activity would

- ◆ increase life expectancy
- ◆ lower health inequalities
- ◆ save NHS and other cash.

scotland.gov.uk/publications/2012/12/7521

ITF RECOMMENDATIONS

- ◆ Speed management should be an integral part of cycle safety strategies
- ◆ Cycling safety policies should target motorists as much as cyclists
- ◆ Cycle-safe junction design needs visibility, predictability and low speed
- ◆ Safety plans must aim to improve actual *and perceived* safety.
- ◆ Safe System approach: policy must focus on *inherent safety of the traffic system* – not just on securing cyclists within an inherently unsafe system.

... *Cycling Safety: Key Messages* from the Cycling Safety Working Group at

www.internationaltransportforum.org

EDINBURGH DATA

The council, thanks to its higher cycle staffing, has produced a very useful report on bike casualty trends/causes.

- ◆ City centre cordon counts in 2010 found cycle use 50% up on 2004.
- ◆ Cycle use rose slightly faster than casualties between 2004 & 2010.
- ◆ Of the 11 cycle fatalities 1996-2010 six were on 'A' roads. Of all casualties 2004-2010, 38% were on 'A' roads.
- ◆ 74% of cyclist casualties were at or within 20m of a junction.
- ◆ The cyclist was going straight ahead in 77% of casualty crashes.
- ◆ Roads prone to crashes included: Morningside Rd, South Bridge, Leith Walk, Queensferry Rd, Easter Rd.
- ◆ Police assigned 72% of the blame to drivers and 28% to cyclists. For both groups, failure to look properly was the most common fault.

Bicycle Incident Analysis. Click *cyclists* : statistics at streetsaheadedinburgh.org.uk



Pedal on Parliament 2012. Make it bigger this year! See p2 diary. pedalonparliament.org pic: mushkush at flickr.com

OUTSIDE EDINBURGH

Midlothian Council

Spokes member **Councillor Ian Baxter**, the only Green Midlothian councillor, has obtained a detailed report on cycle facilities [spokes.org.uk, 12.1.13 news]. He is preparing a report of problems and opportunities, for discussion with the council administration. If you have ideas, he would like to hear from you! Contact details: www.midlothian.gov.uk/councillors/30/ian_baxter.

West Lothian Council

Extension of the **A89 path** from Bangour Hospital to Mossend rbt should now be underway. The council is seeking Sustrans match-funding for 2013/14, to virtually complete the A89 path from Edinburgh to Bathgate [also giving an alternative link to the Edinburgh-Glasgow NCN75 route]. Check out existing routes on our excellent *Spokes Cycle Map of West Lothian and Livingston* [p5]. The Council is also seeking funds to design canal towpath and access works in Linlithgow, for 2014 construction. More W. Lothian info at spokes.org.uk : documents : local.

Borders Rail

Spokes is urging that walk/cycle station access gets much higher priority than in the Bathgate/Airdrie project. See our ideas and concerns at spokes.org.uk, 3.1.13 news.

UpperTweedRailwayPaths.org.uk

This enterprising group [Spokes 111 p5] has appointed John Grimshaw [Sustrans founder, someone who makes things happen!] to do a feasibility study of recreational multi-use paths connecting Peebles, Biggar, Tweedsmuir. Find out more and sign up as a supporter on their website!

Stirling Station Bike Hub

ScotRail and Transport Scotland are to open Scotland's first **station bike hub** in 2013. Details are unknown but we believe it will offer 7-days-a-week services of secure storage, parts, maintenance, etc, and will also work with local groups to raise cycling levels. *Info about Stirling cycling:* www.cyclestirling.org.uk

Info about bike hubs: spokes.org.uk, news 31.8.12, toolkit, 3.9

ScotRail station bike parking

Several stations around Scotland will get more or better bike parking this Spring. We emailed all Spokes members outside Edinburgh and passed the suggestions to ScotRail. *Please join Spokes:* we'd like to ask you also next time!!

NOT SO FAST!!

20mph zones traditionally omitted main roads, but ideas are changing. Camden, with 80% of casualties on main roads, is considering a blanket 20 [LTT 7.12.12]. Bristol will keep higher limits only in special cases [LTT 3.8.13]. Central Manchester buses are limited to 20 [LTT 26.8.12]. Locally, Linlithgow High Street has been 20 since 2003! [Spokes 85]. **Please support lower speeds:** see p3 [items 3,4] & p2 [Things to do] . **More 20 info:** www.20splentyforus.org.uk

ESSENTIAL CONTACTS

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

Adult cycle training: 668.1996 info@thebikestation.org.uk

Www.travelinescotland.com: bikes on rail, bus and ferry.

Potholes, glass on paths, broken lights, in Edinb/Lothian:

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

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

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

Lothian Buses: mail@lothianbuses.com 554 4494.

Dangerous drivers, mobile use, drink-driving, speeding, other road crime: see www.spokes.org.uk : links : reporting

Emotional/practical victim support: RoadPeace 02089641021

CONTACT YOUR POLITICIANS

Write to your local MSP or Lothians Regional List MSPs at Scottish Parliament, Edinburgh EH99 1SP. 0131 348 5000.

or email: firstname.secondname.msp@scottish.parliament.uk.

For example, Sarah.Boyack.MSP@scottish.parliament.uk.

SNP

Ed Central, Marco Biagi

Ed Southern, Jim Eadie

Ed Western, Colin Keir

Linlithgow, Fiona Hyslop

Ed Pentlands, Gordon MacDonald

Almond Valley, Angela Constance

Midloth N & Muss, Colin Beattie

GREEN List, Alison Johnstone

INDEPENDENT List, Margo MacDonald

Local councils: Find councillors + Who runs the council

edinburgh.gov.uk 0131.529.3186 Lab/SNP

eastlothian.gov.uk 01620.827827 Lab/Con

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

westlothian.gov.uk 01506.775000 Lab [minority]

More info including Westminster MPs & European MEPs:

www.writetothem.com theyworkforyou.com mysociety.org

Help Spokes, other cyclists, and yourself, by joining us! Keep in touch with cycle route news in Edinburgh, the Lothians and Scotland. Find out which politicians to write to, and when. Discover the latest bike maps. **Download a membership form** at www.spokes.org.uk or **send your name, address, email address and donation [you choose how much] to Spokes** [address on p1].