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PROGRESS!!

Edinburgh's transport policies are working: and giving decision-makers confidence to go further.

This Bulletin marks the successes, but also shows areas needing tougher action – notably onroad cycle facilities and the integration of transport and planning.

CENSUS 2011 DATA FOR EDINBURGH

In contrast to Scotland as a whole, the census shows..

- ◆ *Bike use* is up substantially since the 2001 census
- ◆ *Car commuting* is down
- ◆ *Walking* is up; *bus use* is up; *rail use* is up
- ◆ Uniquely, the proportion of *car-free households* is up.

[Detailed report - search for *Census 2011* at edinburgh.gov.uk]

COUNCIL CYCLE BUDGET NOW 7%

The Council is continuing its policy of allocating 5% of the transport budget to cycling, rising 1% annually, and so 7% in 2014/15 - a superb example to other councils in Scotland and wider. Much of this is doubled by Sustrans matching, giving the council substantial extra investment. It also means better staffing, able to deliver growing numbers of projects to improve cycling conditions. Walking benefits too with many projects supporting both.

CITY CENTRE EAST-WEST ROUTE

Outline proposals have been revealed for Edinburgh's most ambitious cycleroute yet: from the North Edinburgh path network at Roseburn, through the City Centre, on to the planned Leith Walk routes – and with considerable segregation [Evening News 14.1.14]. To achieve maximum benefit the Council will need to show a new level of courage in reallocating roadspace but, if they do, the rewards will be great. One option in the proposals ties in well with Spokes ideas to cut tramline crashes: see p3.

LOCAL TRANSPORT STRATEGY 2014-19

The LTS is a major document setting the city's transport policy framework for the next 5 years. Unique amongst Scottish cities, it includes a 20mph limit covering not just residential areas but *main roads with significant cycle or pedestrian use*. The city-wide 20mph network proposal will be announced this Summer, consulted on, then implemented in phases with completion by April 2017. Leith Walk clearly meets the criteria, so we firmly expect it and similar major shopping areas to be included.

Also in the LTS are experimental *school streets* with cars banned at pick-up time [see p4], *Sunday city centre parking restrictions* and many useful *cycling policies*.

Our centre pages contain a council LTS supplement. [See also Jan 9 news at spokes.org.uk]. **When writing to councillors, always quote any relevant LTS policies.**

Inside

- ◆ **Public Meeting:** Professor Colin Pooley and Council Leader Cllr Andrew Burns [p2]
- ◆ **Planning & Transport feature** [p6&7]
- ◆ **CEC Local Transport Strategy pullout** [centre]

EVERYDAY BIKE USE IN EDINBURGH

It's not just about the rush hour!

Hundreds more photos at edinburghcyclechic.wordpress.com



WHAT THEY SAY ABOUT SPOKES

"Thank you for the splendid Spokes Bulletin that I pick up free in libraries. I enclose a donation to Spokes."

"Livingston by bike/rail with Spokes West Lothian map!"

"Just started cycling; used your East Lothian map, really enjoyed it – and it's a great map! Thanks 😊"

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!

Mon 24 March: Spokes Spring public meeting

UNDERSTANDING CYCLING

... past ... present ... possible futures

Professor Colin Pooley Lancaster University Environment Centre. Author and lead researcher in the pioneering and controversial *Understanding Walking and Cycling* study. [search for *understanding walking and cycling* at lancaster.ac.uk]

... implications for Edinburgh

Cllr Andrew Burns Leader of Edinburgh City Council will respond to the talk, followed by a panel discussion.

Venue: Augustine United Church, George IV Bridge

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

More info: mknottenbelt1@ATgmail.com 07501 381018.

MORE 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@cyclings-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

Apr 26-27 Solway-Forth MV/Spokes w'end See opposite

Jun 12-22 BikeWeek.org.uk & EdFoC.org.uk See great pics from 2013 Festival of Cycling at flickr.com/photos/edfoc.

June 18 Spokes Bike Breakfast Details in next Bulletin

June 20-22 CycleHack 48-hour event to design transport and cycling solutions for Edinburgh www.cyclehack.com

Sept 7 Pedal for Scotland www.pedalforScotland.org

Date tba Pedal on Parliament See pedalonparliament.org

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

MY MEMORABLE MOMENT

Advance Notice: Our great **Summer Competition** is on again! In 2014 we want to hear about an occasion with your bike that may be good or bad but is unforgettable. Your entry can be very short, or up to one A4 sheet.

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.

USEFUL REFERENCES

Cycling at any age: www.cycleboom.org

Cars and shopping: londoncouncils.gov.uk, 22.11.12 news

Cycling research: explore.tandfonline.com/page/pgas/cycling

Transport & Health: fpg.org.uk Search pages for transport

SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form must return it to renew for 2014 even if there are no changes. Do it now! Members not getting a renewal form are up to date for 2014.

C2C : COAST TO COAST

Two new leisure & tourism cycle routes passing through Edinburgh are in development: **Solway to Forth** and **John Muir Way**. Both can already be used in preliminary form.

The original north England C2C has brought big tourism benefits for towns and villages en route, with new B&Bs and even bike shops opening - now with 15,000 visitors a year, each spending £100-£150 over 3-4 days. The scale of activity is clear from the website. www.c2c-guide.co.uk

SOLWAY TO FORTH

Sustrans founder **John Grimshaw** and **David Gray**, who created the above first C2C route, are behind this project.

The route follows the Annan, Tweed and Esk valleys, crossing the Southern Uplands and Moorfoot Hills, ending at the world-renowned Forth Rail Bridge. It includes the uppertweedrailwaypaths.org.uk project to which Spokes gave a small seed-corn donation some years ago [Spokes 111].



Tweed Valley Pic: uppertweedrailwaypaths.org.uk

A route map will be available at £5, but **Spokes members will get a free copy in our summer mailout** [join soon!] Project news story: Search for C2C at www.bikebiz.com.

April 26/27 TRAILBLAZING RIDE - BOOK NOW!

A special ride for **Spokes** and **Mellow Velo** [open to all] includes an Edinburgh-Annan bike-bus, support en route, refreshments/snacks, advice on accommodation [overnight at Peebles] + breakfast included if you choose to camp.

Cost £75; or £50 if you make your own way to Annan. **Book:** www.chain-events.co.uk. **Info:** david@chain-events.co.uk

There will be other rides - see website - but no transport from Edinburgh. If you need the bikebus, book for Apr 26.

Note: the trailblazing rides are not for complete novices. One section is 'A' road: an eventual alternative is intended.

JOHN MUIR WAY

The Way is being extended from Dunbar right through to Helensburgh in the West, with sea, mountain and historic views. Most of the route is cyclable, with alternatives suggested where it is walk-only. A Guide Book will be out in April, but there are interim route maps and more info at snh.gov.uk - search for *John Muir Way*.

The main opening is April 21, with celebratory events along the route April 17 - June 13. johnmuirfestival.com

☺ 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 an application form.

SPOKES BULLETIN INFORMATION

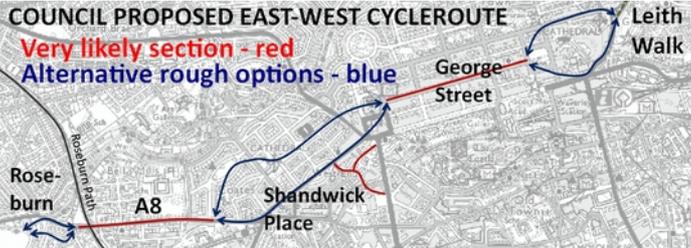
Editor Dave du Feu **Printer** Barr Printers **Print run** 12,000 Bulletin text may be used freely if you credit us and give our website. **Created with** Openoffice.org. **Next Issue** June.

EDINBURGH NEWS

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

CITY CENTRE EAST-WEST CYCLEROUTE

Options for a 'family-friendly' route using segregated main road sections and quiet streets are to be consulted on [p1] to link West Edinburgh and the Roseburn network to the planned Leith Walk cycle facilities. The Council is applying for Sustrans match-funding to design and consult in 2014/15, with work hoped for in 2015/16.



Providing a welcoming, direct route will be a severe test of council commitment, given the needs to reallocate roadspace, cater well for buses, and resist fierce lobbying about parking.

One downside is use of George St instead of Princes St: our traffic counts confirm Princes St as the main desire line. Secondly, a solution with 1-way cycleroutes each side of the road is often thought preferable, but is probably impossible here due to the tramline layouts, especially at Haymarket.

PRINCES ST / GEORGE ST EXPERIMENT

For a 1-year experiment the George Street north-east and south-west roadways will be motor-free, with segregated cycle lanes and wider pavements, but a potentially tricky crossover. Princes Street will be unchanged apart from the tram: cycling will remain, but with no path or lanes.

The council emphasises that this is an experiment, and at low-cost. It can be modified even during the year if there are problems or ideas for improvement.

SELECTED CYCLE PROJECT EXPECTED DATES

- ◆ **George Street cycleroute** [see above] Summer 2014
- ◆ **Leith Walk** North, summer 2014; Foot, autumn; South 2015
- ◆ **East-west route** [blue sections on map opposite] 2015/16
- ◆ **Meadows-Innocent** summer 2014; **Meadows-Canal** 2015
- ◆ **City 20mph network** Consultation 2014, phased work 2014/17
- ◆ *Also in Spring:* Extend **canal solar lights** to W. Hailes; **Public bike counters** at Meadows & canal. Surfacing **Corstorphine-Balgreen & Barnton path** on Forth Bridge route (+solar lights)
- ◆ *Also in Summer:* **Loanhead-Gilmerton** final two sections; **Leith-Portobello** phase 2; **A90 section 5** [to Burnshot].

COLOUR POLICY INADEQUACIES

We still await a response to our paper asking the Council to review cycle-lane colour policy [spokes.org.uk : documents : local : Edinburgh policy]. Red chipping was approved without full consultation and isn't visually ideal, though it is maintenance-free and cheap to install *if* a road is being resurfaced. But we are concerned at the cost of relaying good road surfaces to install chips, as in QBiC and a recent Meadowplace Rd plan.

TACKLING HAYMARKET TRAMLINE CRASHES

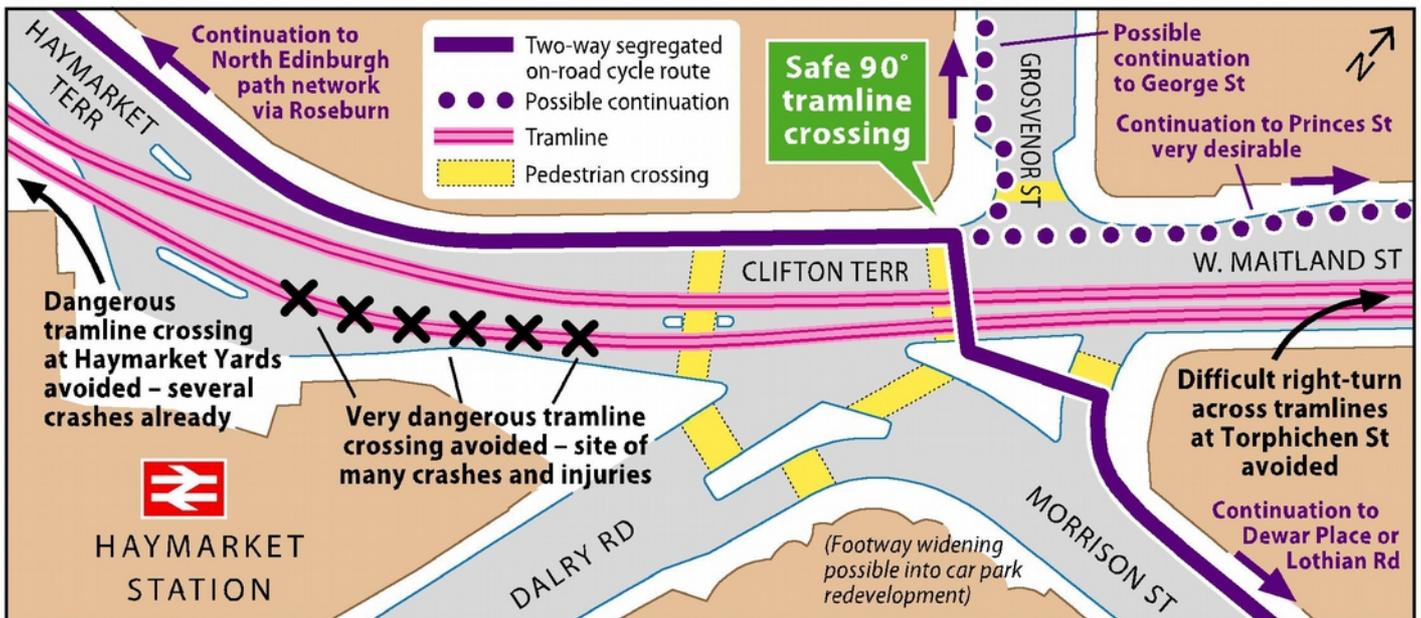
[crash video at spokes.org.uk, 17.10.13 news]

The Haymarket tramline layout is now notorious for cycling crashes and injuries. We are proposing a segregated 2-way north-side route (see map) to virtually eliminate them, also to prevent Haymarket Yards crashes and to avoid the dodgy eastbound Torphichen St crossing. [pic from video: Chris Hill]



Council changes to the taxi rank and road markings have reduced crashes - but they continue, especially for cyclists unfamiliar with the location. A January victim with a painful fractured cheekbone told us, *"I'm a very experienced cyclist, but this location is inherently dangerous... the first-aider told me that crashes here are still a daily occurrence."*

We suspected our proposal, with its significant roadspace reallocation, might be too radical for the Council; but then their east-west idea [above] was revealed, showing the same Roseburn/Haymarket section as an option - and on through Shandwick Place! By adding a Morrison Street connection, as we show, they could not only provide an excellent east-west route but also eliminate most Haymarket crashes.



CYCLE FUNDING

The final Scottish 2014/15 budget included no cycling addition beyond the autumn allocation [Spokes 117]. Thus cycle funding rises to 1.5% of total transport spend, but is still way too low to reach the 2020 cycle use 'vision' of 10% of all trips. **Worse: without further change cycle investment will fall back significantly in 15/16** [table].

Funding bids to Sustrans continue to grow, with 196 this year [*sustrans.org.uk*, Feb 17] including Edinburgh's bold east-west city centre route [p1]. **It will be tragic if government cuts in 15/16 reverse this momentum.**

USEFUL INITIATIVES

Although the revised CAPS 2013 *Cycling Action Plan for Scotland* can never reach its 2020 aim at current funding levels, it does contain some valuable initiatives...

- ◆ **Cycling strategies** in every council or regional area of Scotland by 2015, covering infrastructure and promotion
 - ◆ Transport Minister **Keith Brown** holding an annual **Cycling Summit** with council transport bosses
 - ◆ A role for **Regional Transport Partnerships** [RTPs] - particularly useful for councils with little cycle expertise.
- This activity is encouraging competition between the better councils (hence the growing Sustrans bids) and may start to embarrass the laggards.**

Our table estimates *Scottish government cycling investment*, including walk/cycle projects. *It excludes non-government funds*, notably the ~£10m raised by councils and RTPs from internal funds and external sources like Europe [Spokes 117].

Active travel lines in the budget are complex [Spokes 117]. We therefore mainly show funding *destinations*, not *sources*.

[£million]	10/11	11/12	12/13	13/14	14/15	15/16
Cycle CWSS [a]	4.0	4.0	3.3	~3.1	~4.5	~4.4
Sustrans [b]	7.7	5.8	9.7	11.7	~19.2	~15.7
Cycling Scotland	1.3	2.3	2.0	2.4	~2.0	~2.0
Trunk roads [c]	~2.0	~2.0	~2.0	~3.8	~3.2	~2.0
Other [d]	1.4	0.9	0.9	~1.0	~0.7	~0.7
Total cycling	16.4	15.0	17.9	22.0	~29.6	~24.8
Total transport [e]	1864	1812	1893	2019	2030	2120
Cycling % of total	0.9%	0.8%	0.9%	1.1%	1.5%	1.2%

CWSS *Cycling Walking Safer Streets* fund based on population size. 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!

~ Not known exactly: estimated, or assumed same as previous year.

a. *CWSS*: the table shows how much goes to cycling [Spokes 117].

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

c. *Transport Scotland trunk road cycle schemes*: PQ S4W16845 suggests average £2m p.a. Extra cash for specific projects 13/14 & 14/15.

d. *Other govt funds*: includes the cycling element of Smarter Choices [Spokes 117] and of Climate Challenge Fund [estimate].

e. **Total Transport** = Budget transport lines + FTF + CWSS.

SAFETY NEWS

TRUNK ROAD 20MPH TRIALS

Many towns and villages are blighted by speeding traffic. A 30mph limit is inappropriate for a busy shopping or living street even if it's also a trunk road and the Scottish Government is now to trial 20mph limits in five towns. Another 10 or so wanted to take part, but the government is not yet considering further schemes, even if the five towns work well [*transportscotland.gov.uk*, 16.12.13].

EDINBURGH LORRY TRAINING

Edinburgh Council is piloting cycle training for its HGV drivers to create greater awareness and cut the toll of cyclist casualties [search for *edinburgh hgv drivers* at *road.cc*].

SCHOOLS CYCLING

◆ Two local councils are to trial **street closures** to tackle the **car drop-off** scourge, which endangers children walking or cycling to/from school. **East Lothian** leads, with hour-long morning and afternoon closures now on trial at 3 Haddington schools. **Edinburgh** will select up to 5 schools, though with only 30-minute closures, for its experiment. Other councils need to catch up!

◆ Pupils at **Firrhill High School** have devised a mini slideshow, *The Wheel Deal*, advising teenagers on getting about by bike. Find it at *spokes.org.uk* : links : kids. The idea began in 2012 as a project with Spokes [Spokes 113].

◆ Edinburgh has won Intelligent Energy Europe funding to join 8 other European cities in the **STARS project** to boost cycling to school through bike clubs, rides, online travel planning, etc. Schools can work towards bronze, silver and gold awards. *Info at: starseurope.org or contact caroline.burwell@edinburgh.gov.uk.*

BO'NESS-FALKIRK



Government data shows that local roads are far safer than 'A' roads in terms of death rates per km cycled, and urban are safer than rural [Spokes 117 p5]. Risk on an urban minor road is just 1/20th that on a rural A road and is on a par with Denmark and Netherlands all-areas figures.

Compare our page 1 urban pictures with the narrow and fast A904 above. At busy times people travelling by bike from Bo'ness to Grangemouth for work, or on to Falkirk,

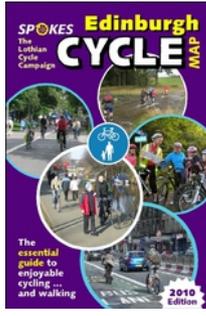
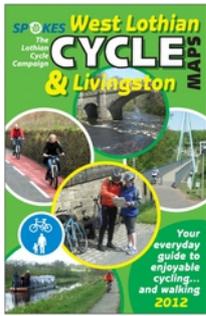


often use the footway – although it is illegal, muddy and often flooded. Bikeroutes for vital but dangerous links like this need priority and Spokes member Paul Shave is fighting for the missing 1.4km. As well as work trips it would get leisure users to the glorious Kelpies [Google them!] on *Round the Forth* rides. *See also: www.falkirk.gov.uk*

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THE TRANSPORT AND PLANNING SILOS

For years 'joined-up thinking' has been a buzzword, but in practice it still has far to go in terms of linking Transport and Planning – whether at government or council level.

Spokes often has to work through these barriers – but each step forward can demand much time and effort.

Government and councils have bold targets to raise cycle use – targets which in theory apply to the whole organisation. But in practice the targets are set by Transport, whilst other departments, such as Education or Planning, feel less urgency to integrate them into their own policies and decisions.

Yet in the long term Planning is as important as Transport in transforming a city, or a country, such that cycle use becomes an obvious choice for everyday local journeys.

Over a decade huge parts of towns may be rebuilt, new settlements will spring up, and there will be countless local changes: new or modified housing estates, supermarkets, workplaces, and so on. **All could have high-quality cycle infrastructure - access, parking, storage and sometimes the potential for new through-routes or network links.**

WHAT YOU CAN DO

In this feature we highlight a few of the many examples of silo-thinking which we have encountered and fought. As always our efforts are greatly helped when individuals (you?) and other organisations contact politicians on these issues. *See page 8 to contact your MSPs and councillors.*

Transport & Planning: EDINBURGH CITY COUNCIL

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

Useful info: planningaidscotland.org.uk/planning-information

AVOIDING LOTHIAN RD: OPPORTUNITY LOST

Back in the 1980s the huge area from the canal to West End was a disused railway yard and buildings due for demolition: a blank slate where anything was possible.

After much Spokes lobbying a Council Masterplan for the area featured a **Canal to West End cycleroute** - an offroad alternative to the daunting Lothian Rd. It was then enshrined in the 1987 *West Edinburgh Redevelopment Strategy* [Spokes 36] and again in the 1997 *Central Edinburgh Local Plan*.

But the outcome of this opportunity is tragic. Yes, there is a route - but few people know it, and those who do often avoid it. Widths are substandard, pedestrian/cycle conflict is almost built-in, you twice risk cycling down steps, surfaces change, the route is tortuous - and it is mostly unsigned.



Narrow unsigned shared use, steps, semi-hidden zig-zag on left

What happened? Developers devised plans for individual bits of the site, paying little heed to the cycling requirement. The Council, instead of insisting on a well-designed coherent route, largely allowed developers their own idiosyncratic and often token cycling provision, resulting in the current mess.

Spokes objected to each application, even holding a demonstration in one case [Spokes 37] but the Council, perhaps desperate for investment, paid little heed to Spokes – or even to its own Masterplan, Development Strategy or Local Plan.

ONE-WAY STREETS

The Council has for years had a policy that new one-way streets will normally have a cyclist exemption [the new *Local Transport Strategy* also has a presumption against any new one-way streets]. However new one-ways have been allowed without cycle exemptions – for example at Dundee Street student flats near the canal towpath and at Brandfield Street.

BIKE STORAGE IN NEW DEVELOPMENTS

In line with its policies to raise cycle use, the Council has impressive cycle parking standards for new developments [Search for *Development parking standards* at edinburgh.gov.uk]. Flats, depending on size, must have 1 or 2 bike spaces - these can be communal but must be “*secure, fully enclosed and weather protected.*” Yet in practice facilities open to theft are allowed, and money wasted, as in this almost deserted rack at Westfield Av. There are similar examples around the city.



CUSTOMER BIKE PARKING

The Council Parking Standards [above] specify at least one customer bike space for new shops, but this is often not applied – for example, at the new Dundee Street Sainsbury. Even where a shop fronts a pavement, the developer could be asked to fund nearby Council parking racks.

BETTER NEWS no.1 : COUNCIL MOTION

On Dec 12 the Council passed a cycling policy motion by **Cllr Jim Orr** [spokes.org.uk : documents : local : Edin : cycle policy]. Clause7 commits the Council to “*Investigate implementation and enforcement of planning policies and guidelines of the Council ... supporting cycling and active travel, and how these could be improved.*” This page provides several ideas!

BETTER NEWS no.2 : SIDE-ROAD PRECEDENT

Permission for a big Granton development has been given by the Council with a condition that a new cycleroute along West Harbour Road “*shall be designed to give priority to cyclists and pedestrians over the side road traffic.*” It is the first approval we know of with this side-road condition - and there is likely to be a fair bit of side-road traffic - so it sets a great precedent [Council planning reference 13/04320/AMC].

Transport & Planning: THE SCOTTISH GOVERNMENT

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

The Government aim to raise cycle use from roughly 1% of all trips to 10% by 2020 is remarkably bold. No other country has raised cycle use so much from such a low base in such a short time. A city, Seville, did manage a similar feat: but with E32m funding, roads converted to bikeroads and 2500 hire bikes [cc.org.uk/pages/seville-goes-dutch].

Despite the scale of this challenge, Scotland's Deputy First Minister Nicola Sturgeon MSP told the Parliament's ICI Committee "We are committed to the 10% target – we have commitment and determination" [spokes.org.uk 10.2.13 news].

Such a tough aim demands not just far higher investment than now, but also ensuring that all areas of government, not just transport, assist in relevant policies or decisions.

Yet this happens only slowly and bit-by-bit, as in these examples, and often thanks to input from Spokes and others.

Spokes submissions and related documents referred to here are at spokes.org.uk : documents : submissions : national.

NPF3: NATIONAL PLANNING FRAMEWORK

NPF3 is a high-level Government strategy to guide policy and investment in areas such as transport, energy, land use and climate change. A major part of NPF3 is a series of 15 or so infrastructural National Developments [NDs].

NPF3 is now in draft, with a final version due in June. Thanks to Spokes and others, cycling is gaining recognition, with a National Walking/Cycling Network as a draft ND. Our similar NPF2 proposal 5 years ago was rejected.

Sadly however the ND is not adequately joined up with the government's 2020 10% cycle use target, as it is based on tourism, not everyday bike-use. Cycle tourism is of course vital [e.g. p2] but will do little to help the 2020 aim.

Spokes had suggested a cycle-friendly town/city in every council area, joined by a national network - thus linking the tourism and 2020 objectives. Tourists on the national network would not be deposited in bike-hostile towns, whilst locals could use the longer network for 'holidays at home.'

Timescales on boosting everyday bike use are also totally out of step with the 2020 objective: NPF3 says councils will be encouraged to develop one cycle-friendly town by 2030!

Another NPF3 gripe is that some huge transport projects, notably A9 & A96 dualling [£3bn each] aren't NDs, meaning they get inadequate scrutiny. No comparison is made with the parallel un-dualled railways; yet NPF3 wants "to make rail travel between cities quicker than car."

DOMESTIC BIKE STORAGE - SHEDS

Our long efforts persuading Edinburgh to provide greater clarity for people with nowhere to store a bike except their front garden has achieved some success [spokes.org.uk 5 Oct and Spokes 117]. Yet, even now, householders face a planning permission charge of £192 with no certainty of approval.

If the government is serious about making it easy for people to use a bike then suitable sheds [e.g. meeting our factsheet criteria] should be designated 'permitted development' not needing planning permission. This would give a solution not just in Edinburgh but throughout Scotland. MSPs Jim Eadie and Alison Johnstone are raising this in Parliament – please contact them in support if this concerns you.

TCAP: TOWN CENTRES ACTION PLAN

The government's TCAP recognises the value of active travel – but gives it a low priority quite incompatible with the very same government's own 2020 cycle use aims.

The Plan aims to ensure town centres are "vibrant" and growing places. It envisages a town centre first principle for public and private development, proposes demonstration projects and promises guidance on transport and public realm design in a town centre Masterplanning Toolkit.

TCAP actions are either short-term [6 months], medium [1 year], or long [3-5 years]. But, of the 38 actions, just one is 'long-term' - and that is "walking/cycling routes .. and cycle parking .. where high levels of cycling can be achieved."

If cycle trips are not a priority for the next 3 years in town centres, where distances are short, what hope is there for the government's 2020 cycle use ambitions? And how far will cycling be embedded in the Masterplanning Toolkit?

Spokes wrote to the Minister, raised this at the Cross-Party Cycling Group and lobbied MSPs. In Parliament, Alison Johnstone MSP and Sarah Boyack MSP asked Planning Minister Derek Mackay why walk/cycle are to be long-term, not designed in from the start. Mr Mackay promised "further thought" and that his officials would meet Spokes.

WHAT YOU CAN DO

Our case is helped if concerned citizens - you? - ask their MSPs to contact Derek Mackay, Planning Minister, about the role of cycling in TCAP and in NPF3.



WHY TOWNS & CITIES NEED BICYCLES

1 bike = 1 customer

1 car = 1 customer*

*70% of cars are single-occupant in our traffic counts [spokes.org.uk 12.11.13]

Many bikes per square metre
[Sciennes Primary, photo: Oliver Brookes]

Many square metres per car
[photo: copenhagenize.com]

More info: Search for business at www.peoplepoweredmovement.org



NEW BIKE-LESS RAIL STATIONS

Funds for most major rail projects ultimately come from the Scottish Government, but their consideration of cycling is quite incompatible with the 2020 target. The Gogar tram/rail interchange will include a badly needed path under the A8; but it will not be cycleable [Spokes 108]! This please dismount route also leads to an international business park!

The new Haymarket Station was originally planned with zero bike thought. After much lobbying the racks at the old building will be greatly improved, but a '2020 10%' government would have ensured a 'Bike Hub' at this major station.

STERN WARNING

With just 0.7C global warming so far, weather extremes are rising worldwide as the warmer atmosphere holds more water and becomes more turbulent. **Lord Stern**, climate change economics expert, warns that we are on track to seriously exceed the dangerous 2C threshold.

[Guardian 13.2.14 or search *Lord Stern* at theguardian.com]



In this context increasing trunk road capacity at huge cost [e.g £3000m each for A96 and A9 dualling] is surely a waste of precious resources, quite apart from adding further to the problem. *Investment should prioritise infrastructure and transport modes with lower emissions and greater resilience to extreme weather.* Active travel ticks all the boxes in encouraging and catering for local trips, yet it receives only 1-1.5% of government transport spend [p4].

RAIL: BIG OPPORTUNITY

Five companies are bidding to the Scottish Government to take over the ScotRail franchise in March 2015. **The outcome will have a big impact on Scotland bike/rail for 10 years to come.** The government has said that bike/rail issues will be considered when bids are assessed and the tender document includes a lot of detail about this.

Spokes has met all 5 bidders. Our ideas include...

- ♦ flexible space suitable for at least 2 bikes per carriage
- ♦ bike hubs at main stations (for repair, hire, etc)
- ♦ car-park charges that encourage cycle/walk to stations.

WHAT YOU CAN DO

If bike-rail matters to you, send your views to the bidders. *Email addresses and more info: spokes.org.uk [Jan 24 news].*

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

FACTS & FIGURES

CYCLING FACTS

We often hear that the police target motorists and pay no attention to illegal cycling. **Fact:** in 2012/13 nearly 200 local cyclists were given £30 fixed penalties. Fines or warnings were issued for everything from inconsiderate or careless cycling to riding when drunk. [H 30.12.13]

CYCLING + WALKING + DRIVING FACTS

Spokes urges cyclists not to use footways [see our shared paths leaflets, spokes.org.uk : documents : advice : considerate]. Nonetheless, Edinburgh pedestrian death and injury data makes stark reading [see table] and suggests where action is most vital to make walking in the city safe and more pleasant. The Council 20mph plans [p1] are a useful step.

Table: Pedestrian deaths & serious injuries, 2006-2010 on Edinburgh roads and footways, according to whether a cyclist or motorist was involved. [Council report, TEC Cttee 14.1.14]

Involving...	Pedestrian death	Pedestrian serious
Cyclist	0	6
Motorist	33	496

DRIVING FACTS

Sir Stephen House, head of **Police Scotland**, recently reported a survey in which over 50% of drivers admitted illegal behaviour, for example using mobiles or speeding, and nearly 75% admitted 'risky driving.' He added, "Evidence shows that regular risky and illegal drivers do not acknowledge the risk they present or view their own actions as illegal or having any real social impact." Consultation with local communities, he said, had put high priority on road safety, and the police would act.

[*Direction*, Road Safety Scotland magazine, Winter 2013]

How to...

CONTACT YOUR POLITICIANS

Simplest is to find them all at www.writetothem.com. Or...

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

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

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

SNP

Ed Central, Marco Biagi

Ed 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].