

Spokesworker is an occasional ("roughly monthly") news sheet, with stop-press news of forthcoming events, and of road, traffic and planning matters. It is not automatically sent to all members. A copy is enclosed if we are writing to you anyway, and copies are handed out at working group meetings. You can make sure to get a copy by sending us 10 or so stamped addressed envelopes. Spokesworker also appears on our Internet web site - to be notified of such updates by email, contact spokesATspokes.org.uk.

FOR YOUR DIARY

*For details & contacts for * entries, see Spokesworker 21.3.10.

Apr 28 WWF Election Question Time - Ed North & Leith candidates. St Paul's & St George's, York Place. Info: 0141 221 7475 or scotland.wwf.org.uk - how you can help - campaign - election.

May 2 Megacycle, Penicuik-Prestongrange sponsored easyish ride, loads of backup sestran-megacycle.com. Joint Sustrans/Spokes stall at end - helpers contact Donald.Mitchell@sac.ac.uk.

***May 6 Meet the Funders** Drop-in for projects seeking funding.

May 12 Marchmont/Sciennes Comm Council - topic cycling - tenement parking, cycle corridor, etc. 7.30 St Catherine's Argyle Church Hall, Grange Rd. Spokes speakers. We now also have a Spokes M/S contact-rep Shane Voss, shane@blether.org.uk 447 2680

***Jun 13 Sestran Two Capitals Ride** Dunfermline to Edinburgh.

***Jun 19-27 BIKE WEEK** bikeweek.org.uk. bikeweekedinburgh.info

***Jun 23 Spokes Bike Breakfast** jackie.howlett3ATgooglemail.com

June 27 Linlithgow Bike Fun Day mattyball@blueyonder.co.uk

June 28-Jul 2 York www.worldcarfree.net/conference

July Ecotopia Ride York->Germany www.ecotopiabiketour.net

Sep 16-22 European Mobility Week www.mobilityweek.eu

***Nov 5/6 CYCLENATION EDINBURGH CONFERENCE**
Spokes hosts the autumn meeting of UK cycle campaign groups.

BIG SNIPPETS

General election For info on cycling and the GE, with names of Spokes members known to be candidates see Spokesworker 21.3.10.

Scottish Government funding There's a very strong rumour of an **extra £2m** for cycle infrastructure this financial year, 10/11. Is the govt at last recognising the pressure on this from Spokes members and others [e.g. Spokes 106]? £2m would mean the lowest point of cycle investment is over - but the total would still be less than in the last 2 years of the previous Lab/Lib administration and far less than in comparator European countries.

www.forthone.com/Article.asp?id=1769587 Edinburgh council joins campaign for more school cycling + **win 4 family bikes**.

LITTLE SNIPPETS

By 30 April: Carfree volunteer opportunity (living costs paid) in Prague for one year. worldcarfree.net/about_us/europe/jobs.php.

By 15 May: Apply for June 23/26 'traffic power' youth exchange in York. www.salto-youth.net/find-a-training/1700.html.

Brompton adventure for Sustrans: Spokes member Ruth Nicol is seeking sponsorship www.justgiving.com/Ruth-Nicol.

www.spokes.org.uk/wordpress: Spokes website has a new page under downloads - technical - inspirational documents.

MANY CAR SPACES

Edinburgh Council will soon debate Traffic Regulation Order TRO/09/76 which converts many single-yellow lines into official parking bays - this means literally hundreds of new peak-period parking spaces, detrimental to peak-period cycling conditions - and to several existing or potential bike facilities. More positively, the TRO also brings in emissions-based parking charges.

Spokes emailed members in the controlled parking zone (CPZ) about this TRO some weeks ago, and several objected about specific cycling problems - the council will be considering these.

However the general point remains of **hundreds of new peak-period parking spaces (500?)** This runs counter to the Council's **2030 Transport Vision** which aims to "stabilise or decrease private car traffic year on year." It makes it harder to reach the Council's **Charter of Brussels target** for 15% of all trips to be by bike by 2020, and surely it is incompatible with the **LibDems council manifesto promise** (they now rule the council, with the SNP) to create a "model cycle-friendly walking-friendly city."

Formal consultation is over, but the issue will be decided probably in early May (maybe June) by the council - i.e. by vote of councillors. If this concerns you, contact your councillors as soon as possible. Tell them what concerns you and ask if they will support you when this comes up at the **Transport Committee and then at the Full Council meeting.**

As well as the major issue of this big jump in car spaces, consider also saying you welcome the emissions-based charging, and you might ask for support on specific cycling points.

More info: Our earlier circular is at www.spokes.org.uk/wordpress - click the *Spokesworker* tab at the top of the page. To find your local councillors see the *Links* tab then click Council. The TRO has now gone from the council site as official consultation is over.

OPEN SPACE STRATEGY

Edinburgh Council is consulting on their Open Space Strategy - a major document covering 'green corridors' as well as parks, etc.

Comments to: openspacestrategy@edinburgh.gov.uk

Please attend the workshops, or look online, and do make comments, written or online. Consultation ends May 21.

See www.edinburgh.gov.uk for consultation details/draft strategy. Currently there's a link on that page; or click *environment - Other Planning Guidance - Open Space Strategy* [near end of page].

As well as the main document, check the **Action Plans** - the **South West Action Plan** is particularly important.

Consultation Workshops run **6.30-8pm** as below. They are open to all but if possible email/phone in advance (to ensure coffee!) openspacestrategy@edinburgh.gov.uk tel 469 3411 or 529 6724.

Consultation workshops date / location	Area
Wed 21 April City Chambers High Street	City Centre
Thur 22 April Leith Library 28-30 Ferry Road	Leith
Mon 26 Stockbridge Library 11 Hamilton Place	Inverleith
Tue 27 Oxfangs Library 343 Oxfangs Road	Pentlands
Wed 28 April St Bride's Centre 10 Orwell Terrace	South West
Thur 29 Northfield/Willowbrae Community Centre 10 Northfield Rd	Craightinny/Duddingston
Tue 4 May St Ninians Church, 144 St Johns Road	Western
Wed 5 May Davidson's Mains Church Quality St	Almond
12 May Portobello Library 14 Rosefield Avenue	PB/Craigmillar
Wed 12 Telford Coll (Rms 8/9) 350 W Granton Rd	Forth
Wed 19 May Gilmerton Comm Centre 4 Drum St	Liberton/G'ton

See Spokesworker 21.3.10 for initial Spokes ideas on this vital Council consultation. Very briefly we support...

- the concept of **green corridors**
 - **Roseburn to Union Canal** pedestrian/cycle route
 - **Powderhall and Abbeyhill** Loop Green corridors
 - **Canal to Morningside** pedestrian/cycle green corridor
- We also ask for the following to be added to the Strategy...**
- **Path to Forth Bridge** - a quality commuting and tourist route
 - **Leith Walk** - pedestrian/cycle bridge over
 - **Suburban railway** - pedestrian/cycle bridge over
 - **South East Wedge** - useful Parkland routes
 - **International Business Gateway** green network - *needs vital connection to Gogar Rail/Tram Interchange* - Spokes 106 p7.
 - **'Other Access Potential'** - check map on p10-11 for ideas.

PUBLIC MTG REPORT

Spokes Public Meeting at St Columba's Hall, 23 March 2010.

Edinburgh Cycling Action Plan [AP], part of Active Travel AP.

Speaker - Cllr Gordon Mackenzie [GM] Transport Convener with **Phil Noble** [PN], manager of the Active Travel Plan project

Audience: over 100 people. A questionnaire on the Action Plan distributed to the audience was completed by 84 people.

DdF introduced the speakers and outlined the Cycle Action Plan's history. An Action Plan had been requested at the Council Cycle Forum for at least 10 years, and finally officially promised in 2006 in the Local Transport Strategy. But nothing happened. Then the LibDems took over with a manifesto for a "model cycle-friendly city" - but for 2 years nothing happened. Then 1-2 years ago the Head of Transport and the Transport Convener changed (Marshall Poulton & Cllr Mackenzie) and things started to move. The Charter of Brussels was signed (target 15% of all trips by bike in 2020), cycling staff were moved from Road Safety to Strategic Planning, the cycle budget got a £130K boost, and Action Plan preparation suddenly took on real momentum.

Cllr GM then spoke about the Action Plan, which would be drawn up with major partners - the NHS, Living Streets, employers, the Gov't - on the Steering Group, as well as Spokes.

A graph showed how cycling modal share in Edinburgh has risen in parallel with increased infrastructure. The government's SHS suggests 6% of Edinburgh commuter trips now by bike [*Spokes note:* there is 95% statistical confidence that the figure is between 4.2%-7.8%]. The Charter of Brussels aims for 15% modal share by 2020, and 50% reduction in cyclist fatality rates.

Existing cycle modal share varies widely, from 1% in some outskirts to 8% in parts of south Edinburgh. Another slide showed bike potential in terms of average travel-to-work distances in each part of the city. The AP will target areas of greatest potential and greatest need - several deprived areas have high potential in terms of journey-to-work distances but low existing bike use.

The AP will have soft & hard measures; and monitor outcomes. It will develop continuous corridors/networks, aiming both at 'family' type (off-road, quiet streets) and 'commuting' type (busier roads with facilities). Cycle parking on-street and at transport hubs will be increased.

Infrastructure maintenance procedures will be re-assessed.

More 20mph zones are being introduced and CEC hope to trial zones without humps, as in Portsmouth.

Schools - Travel Plans & Safe Routes to School; School Councils (parents) encouraged to do training; I-Bike project. Must ensure 'embedding' of schemes - so schemes don't founder when an enthusiastic teacher or group of parents move on.

Soft measures include maps, web-based initiatives, getting top people to try cycling [GM will attend Spokes demo-ride for top decision-makers]; analysis of collisions - e.g. junction W Savile Terr/Mayfield Rd, where cycle casualties were higher than expected - lights to be put in. Other measures: reduce the 'unsafe' perception of cycling, understand 'Safety in Numbers'.

Big current schemes: canal towpath & Riccarton route 09/10; corridor George Sq to Kings Buildings 10/11. Against the odds, the cycle budget is held at £375K for 10/11. Also at least 50% of the £818K CyclingWalkingSaferStreets fund will go to cycling. **He said: Support (ie lobbying) from Spokes and ordinary voters is essential to stop budgets falling in a time of cuts.**

On City Centre changes the Council view is that Princes St has to change: too noisy, too much traffic, poor retail offer (ie quality of shops). A good east-west route for bikes is highly desirable. **He said: Again Spokes and individuals must keep lobbying; councillors are under pressures from many directions.**

QUESTIONS FROM THE FLOOR

DdF: The Pucher research paper shows that success in raising cycling levels depends on 3 key areas in combination: 1 better infrastructure; 2 soft measures like maps, and employer schemes; 3 traffic restraint - driving/parking restrictions/costs, land-use policies favouring shorter journeys, etc. Items 1&2 can be in the Action Plan, but what will Edinburgh do about 3?

Answer - council under pressure from many directions, so 3 is hard to achieve, lobbying is important. Some discussion on major city developments e.g. Exchange 2 should be less car based &

more bike-friendly, 800(?) car spaces agreed for new St James Centre development, but bike routes also, thanks to lobbying.

Q: 'Cyclists Dismount' sign at foot of The Mound - how can we stop such nonsense?

Ans: GM working with Services for Communities department to try to improve delivery.

Q: Developments need to be monitored to ensure developers are complying with planning conditions re cycle provision.

Ans: Work is underway to check up on a backlog of 5-10 years of development which has not been monitored. Can be part of AP. [*Spokes note:* some confusion here - GM talking about underutilised 'planning gain' funding, but question was about enforcement of planning conditions such as adequate and well-designed bike parking]

Q: Can we change city-wide attitudes to cycling, as has happened with buses - where we see use from all strata of society?

Ans: Hopes measures will lead to this: eg GSq/KB corridor will have 'no parking' extended to give cyclists exclusive use of cycle lanes for longer peak period, and more double-yellow at junctions.

C Hill: Shouldn't leave school cycle training to Parent Councils.

Ans: This is only one of several means. **CH:** CEC Active School Co-ordinators should play greater role on cycling to school.

Tom S: Can there be more segregation for cyclists on-road?

Ans: Depends on location and value for money allocating scarce resources: eg South Sub bridge for KB-GSq would cost £2m.

Q: Can Edinburgh get a Velib type scheme as in Paris?

Ans: Advertising on them would not be allowed, so would be costly. Prefers bike hire at transport hubs and other key locations.

Q: Who is responsible for achieving Charter of Brussels targets?

Ans: Me and my successors.

SS: some cities (Brussels, Paris) have raised cycling levels from low levels in short time - can we learn any lessons from them?

Ans: English cycle demo towns have been looked at by officials in preparing the AP. Exeter v successful in a quite short timescale.

Q: Suggestion for high-profile visible cycle counters on key routes eg Meadows. [Idea was favourably received by audience].

Ans: Will consider for the Action Plan.

Q: Can we get better integration with public transport for those travelling into the city from the region?

Ans: Example the N Berwick line, where 8 bikes per train are carried. Hope for stations hubs, including bike hire.

Q: Can cycling be increased by restricting car parking, esp in new developments? Plus this would improve air quality.

Ans: CEC has guidance on parking standards, but many people want more parking, so a balance has to be struck. Extension of the CPZ is expensive and revenue from it does not offset the costs. On air quality, voluntary measures are currently in place but these will become mandatory if not sufficient.

A Tibbitt: Greener Leith has surveyed local people and found that noise, pollution and litter discourage cycling, esp on off-road paths. But - these get lower maintenance since they do not feature in Keep Scotland Beautiful's database. **Ans:** [we can't remember]

JL: End-on parking, as in Carrington Rd, dangerous for cyclists.

Ans: GM not aware of this issue, can consider it for AP.

Q: Can coloured surfacing be re-instated more quickly after road repairs? New, unpainted patches can be there for months before re-painting takes place.

Ans: Road faults can be reported by phone or website to Clarence. GM feels Clarence could do better and is meeting SfC officials to discuss this plus priorities for coloured surfacing maintenance.

Q: Parking in tenements - what can be done? e.g. allocate one onstreet resident parking bay for bikes. Apparently the Council Streetscape folk are against this, though this is hard to believe in comparison with the commercial-size waste bins.

Ans: Will be considered in AP. A problem is that the Council can't be seen to be paying for enhancement of private property.

Q: New Zealander suggested compulsory helmets. This produced a roar of laughter from the audience. GM remarked he was glad he was not the least popular person in the room!

IM: The Bike Polite campaign has been copied in Glasgow, and can be used as a response to accusations of cyclist arrogance etc.

DdF thanked the panel and audience for a very useful discussion. The draft AP is scheduled for May and will be on Spokes website.

Notes written by Peter Hawkins and Dave du Feu