

*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](mailto:spokesATspokes.org.uk).*

*Note:* Apologies for the gap since the previous Spokesworker issue – this was due to work on the budget and our annual cycle funding survey [see Bulletin 111]. We also circulate information increasingly through email circulars [very roughly once a month] - especially for urgent matters. We now have email addresses for just over 90% of members.

## BUDGET 2012-13

The Scottish draft budget *now out for consultation* is extremely bad for walking and cycling investment. For the story so far, see Spokes Bulletin 111 and recent news items at [www.spokes.org.uk](http://www.spokes.org.uk).

### We urge members to write urgently to your MSPs

Rational argument by itself is often not enough to win a case against a majority government. Therefore, as well as explaining why this matters to you, we suggest you also remind them of the manifesto on which the SNP was elected this May, as highlighted in Bulletin 111, and which is completely contradicted by the draft budget. Hopefully SNP MSPs will be pushed into action by being reminded of their commitment, whilst MSPs of other parties might use the promise to try and get action from the government.

### GOVERNMENT TARGETS

Please also send us any useful replies – we may include relevant points on our website. One SNP reply so far has been sent to us - from Central Edinburgh MSP Marco Biagi. His main argument is that most decisions on cycling investment are for councils, not government – implying it is up to them to find all the money. We certainly agree it is for councils to decide *which* routes to build or improve, but the real question is about funding.

### It is the Scottish government which has...

- set a target for 10% of trips to be by bike by 2020
- included this target as a 'milestone' in its RPP plan to reduce Scotland's carbon emissions
- included this target in its national strategy to combat obesity.

**It is completely unreasonable for the government to set a target, particularly such an ambitious one, and then not provide a realistic level of funds towards meeting the target, instead leaving councils to find all the costs apart from the badly-cut amounts in the government's 12-13 draft budget.**

## OPPORTUNITIES

### HIVIZ ADULT TABARDS

Spokes has some spare tabards (blank ones – no logo) and would be happy to donate 10 or so free to any good cause – if you could use some, let us know how many and how you would use them. Contact [judy.cantleyATbtopenworld.com](mailto:judy.cantleyATbtopenworld.com) 447 7108. We have 18 large, 28 medium; some in yellow, some orange.

### CLIMATE CHALLENGE FUNDING [CCF]

Grants are available for community-based projects (small or large) to reduce carbon emissions. In previous years, projects promoting cycling (even including some infrastructure) have been funded. *More info:* [www.sustainable-scotland.net/news.asp?id=2105](http://www.sustainable-scotland.net/news.asp?id=2105)

### CYCLE-FRIENDLY COMMUNITIES FUND [CFSC]

Grants up to £10,000 are available from Cycling Scotland's Cycle Friendly & Sustainable Communities Fund, for community-led projects aiming to increase the number of trips made by bicycle.

The initial deadline for applications is 20 Nov. Please discuss your idea in advance with Christopher Johnson, 0141 229 5353. More details and application form are at... [www.cyclingscotland.org/our-projects/award-schemes/cycle-friendly-community-project](http://www.cyclingscotland.org/our-projects/award-schemes/cycle-friendly-community-project).

## NOV 17 PUBLIC MTG

See Spokes Bulletin 111 or Oct 1 news on our website for details. **Please come to hear the progress on Edinburgh's Active Travel Action Plan and to ask questions. A high turnout is important to impress councillors with the level of interest and concern.**

## CONSULTATIONS

**Edinburgh Development Plan** Land-use policies and proposals for the next few years (includes many transport issues) providing the basis for deciding planning applications. It replaces the current Edinburgh Local Plan. **Consultation Oct 31 – End Jan.** [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

**Sesplan Strategic Development Plan** The plan covers land use for all South East Scotland. Local council development plans like Edinburgh's above must fit within its umbrella. **Consultation Nov 7 to December 16.** [www.sesplan.gov.uk/news.html](http://www.sesplan.gov.uk/news.html).

## SNIPPETS

### NATIONAL CYCLE NETWORK APP

Access over 25,000 miles of walking and cycling network across the UK, anytime anywhere, with the free National Cycle Network app, available from itunes. Sustrans has created the app from their OS based online mapping and it is specifically designed to help people make more everyday journeys on foot or by bike. <http://itunes.apple.com/uk/app/the-complete-national-cycle/id436521445>

### ROCHEID PATH, INVERLEITH – SUPPORT GROUP

[www.broughtonspurtle.org.uk/news/rocheid-path-recovery](http://www.broughtonspurtle.org.uk/news/rocheid-path-recovery).

### EAST LOTHIAN LOCAL-AREA ONLINE CYCLE MAPS

Go to [www.visiteastlothian.org](http://www.visiteastlothian.org) : things to do : activities : cycling.

### VERY-EASY BIKE RIDES

CTC member Logan Strang is organising very-gentle rides of about 12 miles, with plenty stops, suitable for less experienced adults. Usually last Sun of the month. *Logan:* 346 7786, [glSATseonamara.demon.co.uk](mailto:glSATseonamara.demon.co.uk). Dates at [www.cycling-edinburgh.org.uk](http://www.cycling-edinburgh.org.uk).

### WEST LOTHIAN CTC LEISURE RIDES

Spokes member Eric Ingram writes, "I've recently joined the rides organised by David Fitzcharles, for social cycling at a relaxed pace, with long pub lunch, mainly country roads and cycle paths. We meet at Excite Gyms, 10am, 2<sup>nd</sup> and 4<sup>th</sup> Sun each month." *More info:* [www.meetup.com/Livingston-West-Lothian-Cyclists-Touring-Club](http://www.meetup.com/Livingston-West-Lothian-Cyclists-Touring-Club).

### MOBILE DANGERS REVEALED

The recent 3-day disruption in BlackBerry devices may have saved lives around the world, as drivers were freed of mobile distraction. Police in Abu Dhabi and Dubai reported crashes falling by an amazing 20% or more during the BlackBerry outage. [www.thenational.ae/news/uae-news/blackberry-cuts-made-roads-safer-police-say](http://www.thenational.ae/news/uae-news/blackberry-cuts-made-roads-safer-police-say)

### MUSIC CYCLE TOUR EDINBURGH <-> N.BERWICK

"We are a bunch of restless musicians up for an adventure to go with the tunes - we have just canoed down the Spey, featured on Radio Scotland. One idea is a musical cycletrip from Edinburgh to North Berwick, then back by train. The plan is 5 short acoustic gigs e.g. Edinburgh, Portobello, Musselburgh, PrestonPans, Aberlady, Gullane. We'd carry all our gear including double bass on bikes and trailers, dropping into the bars and cafes on the way to play a short set. If interested contact us, join in and make it a music cycling festival day!" Toby Shippey [info@salsaceltica.com](mailto:info@salsaceltica.com)  
The Whisky River Boat Band AKA the Humble Explorers.

## EVIDENCE...

Spokes Bulletin 111 [p7] mentions two recent documents giving more evidence on how to get more people cycling. Both can be found at [www.spokes.org.uk](http://www.spokes.org.uk) : documents : technical : inspirational – *Understanding Walking and Cycling* and *House of Lords Science & Technology Ctee report on Behaviour Change*.

The latter includes an interesting case study on the evidence on how to reduce car use. Here are a few extracts...

“7.30 ... While infrastructural changes alone may not be sufficient to change behaviour, they are an effective and often necessary component of a package of interventions. ... The results of the DfT Sustainable Travel Towns pilots showed that there was a correlation between increases in cycling and bus use and investment in infrastructure, and that marketing and promotion without changes to infrastructure had little effect.

7.31 ... infrastructure improvement was best on routes to important destinations like schools, workplaces and shopping centres.

7.36 ... the (UK) government's preference for non-regulatory interventions may lead officials to give insufficient consideration to regulatory and fiscal interventions ... we urge the DfT to ensure that evidence for both non-regulatory and regulatory measures is taken into account when formulating policies to reduce car use.

7.37 Emphasis on promoting and enabling choice confirms the importance of an infrastructure which provides a broader range of cheap and efficient public transport services. We were told that European cities with low levels of car use have consistently spent far more per person on infrastructure. Cycling England said, for example, “Levels of expenditure on cycling in successful European towns ... were at least £10 per head per year. ... In our seminar on reducing car use it was noted that spend per person in Copenhagen was around £40 per head of population per year.

7.38 ... the evidence suggests that good infrastructure is a prerequisite for, and greatly enhances, the effectiveness of other 'smarter choices' measures ... we strongly encourage the DfT to ensure that, wherever possible ... a sufficient proportion of funds is maintained to make effective improvements to infrastructure.”

## DAVID ATTENBOROUGH

Not only does the Scottish budget move backwards in climate terms on transport, but it fails properly to fund other proposals in 'Low Carbon Scotland' - *Report on Proposals and Policies [RPP]* the government's plan to meet its statutory climate emission targets, and approved by the Scottish Parliament last year. **Stop Climate Chaos Scotland** has submitted a response to Parliament highlighting RPP issues (including transport). See it at [www.spokes.org.uk](http://www.spokes.org.uk) : documents : submissions : national.

**In this context of doubt over the government's climate change intentions we reprint part of an interview by the Radio Times with Sir David Attenborough.** [Full interview at [www.huffingtonpost.co.uk/2011/10/18/sir-david-attenborough-wa\\_n\\_1016952.html](http://www.huffingtonpost.co.uk/2011/10/18/sir-david-attenborough-wa_n_1016952.html)].

“Sir David Attenborough has warned that life will get tougher for future generations as they battle the effects of global warming.

The natural history presenter, 85, who is back on-screen presenting a BBC1 seven-part series *Frozen Planet*, said that he had “no doubt” that global warming “is man-made”. He told the *Radio Times* that it suited many climate change sceptics to “be that way” because it made their own life easier.

Asked whether he was hopeful or despairing about the future of the planet, he said: “I'm on the pessimistic side. I don't think there's any question that things are going to get worse.”

Questioned on whether he thought naysayers were closing their eyes to scientific evidence, he said: “I think that probably is so and I think it suits them to be that way - it would be a much easier life if it were not the case. You wouldn't need to bother about a lot of things. I would love to convince myself otherwise.”

The veteran broadcaster criticised people who say recycling is a pointless response to the scale of the problem, “I think it's a supercilious, condescending, anti-social and undemocratic thing to say. I could equally say, ‘What does my vote matter?’ You have to do what you can do. You can't say, ‘I don't give a damn - and it doesn't make any difference if I turn off that light.’”

## CRAMOND CRASHES

According to press reports several cyclists have crashed, with broken bones in at least 2 cases, whilst going downhill on Cramond Brig Toll and Brae Park Road, on the NCN route from Edinburgh to Queensferry and the Forth Bridge. Local residents are also complaining to councillors that they fear crashes with walkers, and some are asking for speed humps to be installed. [Evening News report - [www.scotsman.com/edinburgh-evening-news/transport/cyclists\\_are\\_urged\\_to\\_take\\_a\\_brake\\_after\\_third\\_accident\\_within\\_month\\_1\\_1910880](http://www.scotsman.com/edinburgh-evening-news/transport/cyclists_are_urged_to_take_a_brake_after_third_accident_within_month_1_1910880)]

**There are several problems with this stretch of route, which everyone using it needs to be aware of...**

- There are steepish hills at both ends - signs giving advance warning would be useful for those unfamiliar with the area
- The surface is in very poor repair in parts, forcing the cyclist to concentrate too much on avoiding potholes – if you use the route and are affected, report it to Clarence at 0800.232323 or online at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) : transport.
- There are no pavements and relatively little motor traffic, as a result of which people sometimes walk in any part of the road.
- Cars are also reported travelling at speeds unreasonable for the conditions - hills, blind corners and no pavements.
- Some dogs are on the very-long leads which can trap bikes.
- It is reported that there is one particular dog which often runs across and along the road unaccompanied.

It is hard to know what can be done about some of the problems. Perhaps a variant on the shared-use signs which we understand should shortly be in place on Portobello Promenade might be of some use, advising both walkers and cyclists on the issues.

## BIKE-RAIL

New Spokes Bulletin 111 includes an item [p8] about the EGIP Edinburgh-Glasgow consultation, and our concerns about bike carriage, especially if Class 380 electric trains (as now used for North Berwick) are introduced. **If this concerns you, please comment to the consultation, as suggested in Bulletin 111.**

**If you use your bike for work purposes such as getting to meetings** do say that in your comments - some Transport Scotland officials seem to think travel by bike is purely a leisure activity!

It may also be worth asking for assurance that the government's **National Transport Strategy** [para 164] will be followed:

*“We ... will place more emphasis on the promotion of (cycling and walking) as sustainable forms of transport ... focusing on ... the carriage of bicycles on public transport.”*

The N.Berwick Class 380's have 4 coaches, one of which has folding seats which officially provide a 2-bike space. Additionally one bike is allowed per vestibule if you stay with it (you are not allowed to board a vestibule with bike if the train is busy).

Spokes member Nicola McNeill, from East Lothian, emailed us as follows about the new trains, “they are very comfortable for passengers and it seems that cyclists are mostly finding things ok. The 2 spaces are certainly taken up very quickly, and often people manage to squeeze 3 or 4 bikes in, to which some conductors will turn a blind eye. One chap I spoke to said he had not had trouble from the conductors at rush hour times, but that other passengers had made comments about bikes stored in the vestibules. If this design is used on the new electrified line to Glasgow, it would be a long stand if you had to have your bike in the vestibule.”

Spokes would like to see a flexible space in every coach, to allow for buggies, luggage, bikes, etc.; or at the very least in 2 of the 4 coaches on each train. If Class 380s are used on Edinburgh-Glasgow, with the same internal layout as the N Berwick trains, then bike carriage capacity and convenience will suffer badly.

## BATHGATE-AIRDRIE

Whilst Spokes supported the new Edinburgh-Glasgow rail line via Bathgate and Airdrie, we were very disturbed at the failure to provide safe and welcoming cycling connections to stations from nearby communities. This was a 'big-rail' project by Transport Scotland, not the integrated transport approach we should expect. We are lobbying for a better approach with the Borders Railway [Spokes 109]. See our new document outlining the Bathgate-Airdrie problems at [www.spokes.org.uk](http://www.spokes.org.uk) : documents : public transport : rail.