

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

SEE ALSO EVENTS LIST ON SPOKES WEBSITE

Feb 28 - Mar 30 Kids Big Pedal [to school] bigpedal.org.uk

Mar 4-10 Climate Week www.climateweek.com

Mar 16 Farmers Market: Spokes stall 9.30-1.30, Castle Terrace

Apr 8 Spokes public meeting – future of local transport Main speaker Prof Iain Docherty, with special input on cycling from Jim Eadie MSP [Cross-Party cycling group] and Cllr Jim Orr [Edinburgh cycling supremo]. See spokes.org.uk, Feb 21 news.

Apr 18 Council Petitions Cttee re. Princes Street – see article

Apr 28 Innertube Postcode Challenge Fun family day on North Edinburgh path network. Details will be at www.elgt.org.uk.

LONG-DISTANCE DIARY...

May 18 Pedal on Parliament It's still vital pedalonparliament.org
Check website for dates – may change to 19th.

June 15-23 National Bike Week www.bikeweek.org.uk and

June 15-23 Edinburgh Festival of Cycling www.edfoc.org.uk

The edfoc festival seeks ideas/offers for cycling events of all types.

Week includes June 19 Spokes Bike Breakfast 7.45-9.45.

PRINCES STREET

See Spokes 115 [out March 2] and our website [Jan 28 news] for info about our petition and hopes. The petition will be heard by the Council Petitions Committee on April 18. Peter Hawkins will speak for Spokes, and the meeting is open to the public.

www.edinburgh.gov.uk/info/790/council_committees_and_standing_orders

Meanwhile there are growing rumours that the Council is now looking seriously at big changes in Princes Street - and there may be a report at the 19 March Transport Committee. We hope our campaign is helping councillors be courageous. The new Bulletin will be seen by all councillors, with its pictures comparing Princes Street with and without traffic, and they will know of the petition, which reached 500 signatures very rapidly.

Please keep up momentum by tweets, facebook and asking friends and colleagues to sign. Our aim now is 1000 signatures!

CONSULTATIONS

EDINBURGH LOCAL TRANSPORT STRATEGY

... ends 17 March

This is very important for anyone living in Edinburgh and interested in the city's transport future. Please complete the online survey at edinburgh.gov.uk/localtransportstrategy.

Spokes Bulletin 115 [out March 2nd] will report on the consultation, including our thoughts on the most of the 'key issues' in the questionnaire - you may wish to read that before doing the survey.

CRAIGMILLAR URBAN DESIGN FRAMEWORK

REVIEW: Options For Consultation ... ends 29 March

Some years ago the council adopted a development plan for a wide area around Craigmillar. They are now consulting on a review. We have not yet had time to look at the details but generally there does seem to be a fair bit of thought given to cycling aspects.

Details: www.edinburgh.gov.uk/craigmillarreview including the current 'framework' and the review document.

Email your comments to: planning.delivery@edinburgh.gov.uk [or postal address on above website]; copy to spokes@spokes.org.uk. Say you are commenting on the Craigmillar UDF Review.

Questions on the proposals or documents: phone 469 3723 or email gina.bellhouse@edinburgh.gov.uk.

There will be 2 detailed workshops in early March for people with a strong interest. Email or phone now as above for details. [There were also public drop-in sessions in Feb, too early for this spokesworker].

EDINBURGH PATAP CONSULTATION

... ends 15 March

To complement the Active Travel Action Plan, ATAP, the council is preparing a Public & Accessible Transport Action Plan, PATAP.

It is vital that there is full integration of cycling throughout the PATAP, particularly between cycling and public transport, and this needs to be clear in the document.

Find the document by searching at edinburgh.gov.uk for PATAP. It comes up as part of a Committee paper - there doesn't appear to be a separate council consultation web page for it.

The past has seen dreadful non-integration, the worst case being the failure to commission a holistic tram/cycling/walk plan at the outset – instead the tramline layout was decided, leaving cycling to be fitted in round it at a later date – a disastrous decision which we fought very hard against at the time, but unsuccessfully.

Similarly on rail, the council has let developers get away with murder. At the new Gogar station, access under the A8 will be walk-only, so you will have to dismount and push to reach the station and the planned International Business Park beyond!!! At Haymarket, which is being totally rebuilt as a massive new city station, the opportunity to include a bike hub for bike maintenance, secure storage etc, was not taken; and too little thought was given even to basic bike parking - so now with work underway they are scrabbling round to try and find enough bike parking space!

The draft PATAP document does think bike at the start, and to some extent in its appendices, but the main sections of the document, each dealing with one type of transport such as bus or rail, are very poor, most of them not even mentioning cycling integration at all. It is not good enough for the council to say it is covered in the introduction, since contractors and officials working on projects may well only turn to the chapter that concerns them.

There should be a chapter on integration of modes, including cycling, and each of the chapters on individual modes should include a sentence or two about cycling integration, perhaps referring back to the general integration chapter.

In terms of specifics [which are mainly in appendices] one obvious absence is cycling access/connections between the new Haymarket station and the West End and Tollcross – despite the Council's own Southern Arc policy [spokes.org.uk : documents : submissions : local].

Please send in comments to the consultation, and cc Spokes. Comments and enquiries to: chris.day@edinburgh.gov.uk. Phone 469 3568. Postal: Chris Day, Transport, City of Edinburgh Council, Waverley Court, 4 East Market Street, EH8 8BG.

SCOTTISH BORDERS – LOW CARBON

STRATEGY ... ends 26 April

Scottish Borders Council intends moving to a low carbon economy and is consulting on a draft strategy. It includes transport, but has too low emphasis on cycling, although this could play a major role for local transport within Borders towns.

Find the consultation documents at scotborders.gov.uk : C : consultations : current : Low Carbon Economic Strategy.

Appendix 1 contains the overall strategy and background. Transport is in section 5 and fails to mention a role for cycling at all! Remarkably, the new Borders Rail is not mentioned either. Both should be, together with the need to integrate cycling with other policies including planning policies and rail developments.

Appendix 2 contains proposed *actions* over the next few years. Cycling is in section 5.3, with the only action being to produce a *plan*, by March 2015, for an 'expanded safe cycling network.' This sounds much too slow and timid! It also implies that cyclists use only special routes, whereas most trips, especially in towns, are on local roads. The Council should make all its towns cycle-friendly, with high quality infrastructure on main roads into towns, slow speeds throughout, and early action. It isn't clear if 5.1 is bus only, or also covers cycling and walking, but it should certainly cover all sustainable modes, including for access to the rail stations.

If you live in or visit the Borders, please respond to the consultation. There is an online response form at the above web address, or email LCoX@scotborders.gov.uk [with cc to Spokes].
More info: Louise Cox 01835 824000 x 8829.

EDINBURGH HIGH STREET CONSULTATION

Edinburgh Council is expected to consult soon [March?] on the Royal Mile future. Some fairly radical and positive ideas are expected, including a car ban between Niddry St and St Mary's St.

However one concern is cobbles/setts where more may be laid. *The present Royal Mile is a real hotch potch, some good, some bad...*

◆ **Rounded setts/cobbles:** Castle Terrace to Geo IV Bridge; and Bridges to St Mary's St. Unpleasant to cycle on, slippery when wet, and a serious danger since the cyclist's concentration is on the road surface rather than on nearby pedestrians and traffic.

◆ **Flat-top setts:** Junctions at George IV Bridge and North Bridge. These are reasonable for cycling, very flat and quite good grip.

◆ **Normal setts:** Between George IV Bridge and North Bridge. Better than rounded setts/cobbles, but still unpleasant to cycle on. The section up from City Chambers includes wide smooth drainage channels which are an excellent cycling strip except when they are parked on, which is quite frequent. Below City Chambers there are no smooth strips and you have to use the setts.

◆ **Tarmac:** Canongate section, St Mary's St to Holyrood.

What should be done: The council wishes to encourage cycling, and should promise that the entire High Street will have a cycle-friendly surface. This should include flat-top setts (or smooth cycling strips/paths) in the Canongate if the tarmac is removed and in the existing cobbled and setted sections above.

Keep your eye open for the consultation, and please respond to it if these points concern you. We will try to inform members.

QUEEN ST DANGER

A Spokes member has reported being hit by a taxi turning left across his path – fortunately without injury in this case.

The cyclist was going east in the left-hand lane when the taxi passed him and then turned left into Dundas St. The driver's excuse was that the arrow before the junction is left-turn only.

Until recently the logo was straight-on-and-left, but the straight-on arrow had recently been painted out, as part of the tramwork diversions, although *earlier arrows in the same lane still showed straight-on*. We complained to the council, who agreed this was a mistake and promised to review all eastbound Queen Street road markings – hopefully they will be painted more consistently by the time to you read this; but please take care anyway.

Even with correct markings this is still a very unpleasant place to cycle, since to go straight-on you need to move into the central lane in an area of often fast and heavy traffic. However this is part of the tram diversions – the council says there is no alternative during the works, but that the markings will be returned to dual arrow once the diversions are over – probably this autumn.

The council says it will try to avoid similar layouts in any new junction designs, either by using dual arrows in the left lane or, if not, by using a central approach cycle lane between the two traffic lanes. However, there are a few similar cases elsewhere in the city even now. Probably none have such a combination of traffic speed and volumes, but they can be scary nonetheless. They include...

- ◆ Northbound on Mayfield Road at West Mains Road
- ◆ Westbound on Slateford Road at Craiglockhart Avenue
- ◆ Southbound on Leith Street at Calton Road.

If any of the above issues concern you on your journeys, ask your local councillors to investigate [www.writetothem.com].

SPOKES BUFFS

We have around 25 left of the 100 Spokes 'original' buffs featuring the Edinburgh Cycle map. Originally £10, we're offering these at just £8 if you collect from an address in Edinburgh Grange or Merchiston [pay cash or cheque on collection] or £10 by post. For order details, and photos of the buff, see www.spokes.org.uk, Nov 16 news item. Use the prices above, not those on the website!

Also £8 at our March 16th stall – see Diary overleaf.

MEMBER IDEAS

Some innovative ideas sent to us by Spokes members ...

GOVERNMENT CYCLING TARGET

"I've been asking my MSPs if they are making 10% of their own journeys by bike, to help meet the government's targets by 2020. Could other Spokes members challenge their representatives?"

Our member was sent this link by **Claudia Beamish MSP**... www.claudibeamish.com/?p=1655. Claudia Beamish has also joined the Scottish Parliament **Cross-Party Cycling Group**... www.scottish.parliament.uk/msps/52055.aspx. If any of your MSPs are interested in cycling issues, are they in the CPCG?

SUPPORT YOUR LOCAL CLOTHES-REPAIR SHOP!!

Have you ever disposed of a perfectly good cycling jacket or other clothing item because of a broken zip or other small failing? It has been known to happen!! But a Bo'ness member tells us...

"You may like to know that Maryanne's Alterations, Market St, Bo'ness, did a fine job putting a new zip in my Madison cycling jacket. The £13 cost was a lot cheaper than a £70 replacement!"

There are of course similar shops in Edinburgh and elsewhere, but if you fancy a ride to Bo'ness, take your mending needs along!

CLIMATE

WORLD BANK WARNS OF POSSIBLE 4DEG BY 2060

Reprinted from... www.sustainable-scotland.net/news.asp?id=2495

A ground-breaking new report by The World Bank details that a 4 degree global temperature rise is possible and the devastating effects it would have on the world.

*The report, titled **Turn Down the Heat** states clearly that even with current commitments and pledges to keeping climate change to 2 degrees, there is still a 20% chance that global warming will exceed 4 degrees by 2100, and that if the mitigation commitments are not met, this temperature rise could occur as soon as 2060.*

Andrew Steer, President of the World Resources Institute states, "This report should awaken world leaders out of their slumber on climate change. A 4 degree temperature rise would bring unimaginable costs to people and society. We must take the necessary actions now to stay within 2 degrees or lower.

"The differences between 2 degrees and 4 degrees temperature rise are stark. It took little more than four degrees of cooling to create the Ice Age, so imagine the havoc 4 degrees of warming would create. While the impacts would be uneven around the globe, vulnerable countries and poor people would be hardest hit. Communities already facing economic hardship would face longer droughts and more intense monsoons that disrupt food supply, more diseases associated with warmer temperatures and more pests, and greater water scarcity."

News from STOP CLIMATE CHAOS SCOTLAND

"We're very pleased with our new website, and the most exciting thing about it is that it shows off our impressive coalition and the amazing things our members are doing. Some of the Scottish content is still being updated. Let us know what you think." www.stopclimatechaos.org/scotland.

WHAT YOU CAN DO

Although now slightly old, *Sustaining a Healthy Future* from the **UK Faculty of Public Health** provides many useful ideas for practical action towards a healthier and more climate-friendly future. There are separate chapters for individuals, organisations and communities, as well as a health-check tool for policy development. Download the booklet and see the list of supporting organisations at www.fph.org.uk/sustaining_a_healthy%20future.