

SP  KES

the Lothian Cycle Campaign

SP  KES

spokes.org.uk

- **About Spokes** [very briefly]
- **Scotland** [funding context]
- **Edinburgh** [good & less good]
- **Edinburgh v. London** [notes]

WHEN WAS SPOKES CREATED?



1

10

100

1,000

10,000

100,000

1,000,000

SPOKES BULLETIN

No.1 & No.100. Now 12,000 of every Spokes Bulletin.

SPOKES

THE LOTHIAN CYCLE CAMPAIGN
2A Ainslie Place, Edinburgh EH36AR
Tel. 225 7752

BIKE ELECTION REPORT




Cycling has been neglected by Council policies too long. Motor traffic has increased to such an extent that many people who would cycle now feel that the roads are too dangerous. Whilst millions of pounds have been spent on planning and providing for cars, nothing at all has been done to encourage what is the healthiest, most efficient and safest method of personal transport, apart from walking.

The 1977 Council report on transport (the "TPP" report) didn't have ONE WORD about cycling. A letter to SPOKES from the Highways Department in 1977 stated "pressure of other work in the formulation of major transport policy has precluded any action so far."

On May 2nd elections are being held for Lothian Regional Council. SPOKES is putting the case for cyclists to all candidates and parties. And SPOKES is putting their policies to you. DON'T LEAVE IT THERE!

WHAT YOU CAN DO

- Use your bike
- Write to the papers
- Write to and visit your councillors (Council Chambers, George IV Bridge)
- Contact SPOKES for leaflets, stickers, posters
- Join one of the SPOKES working groups or help set up a new one
- Send us a donation and ask to be informed of forthcoming activities

SPOKES OBJECTIVES

1. To encourage cycling and to publicise its benefits for the community and for individuals.
2. To ensure that council policies actively encourage cycling and make full provision for it, as part of an overall transport strategy through which all members of the public can enjoy cheap, safe and efficient travel for work and leisure.

ELECTION FORUM

A public meeting will be held at which speakers from the 4 political parties will state their policies and answer questions.

DATE — Thursday April 20th
TIME — 7.30 p.m.
PLACE — Riddles Court, Lawnmarket, (up from George IV Bridge)

From our meetings so far it appears that many councillors have never before considered the needs of cyclists, and do not believe that there is a large demand for better cycling facilities. But they are willing to learn. THIS IS OUR CHANCE TO EDUCATE THEM. TAKE IT!

SPOKES MEETINGS

General Meetings are held fortnightly (April 10th, 24th, etc.) at 7.30 p.m. at 2A Ainslie Place. Meetings of working groups are arranged by the members.

MECHANICAL PROBLEMS?

Bring your bike to the COMMUNITY BICYCLE WORKSHOP. Open every Sunday 7 p.m. to 9 p.m. at 27 Drummond Street. We will provide help and tools COMPLETELY FREE.

KEEP THIS LEAFLET

- Use it to write to the papers.
- Use it to question your council candidates at their election meetings.
- Use it to remind your councillors when elected.

SPOKES
Bulletin 100 Summer 2008

SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114
[This is a postal address / answerphone - SPOKES is a voluntary body with no staff] www.spokes.org.uk spokes@spokes.org.uk

MOUND VICTORY

Cyclists, pedestrians and buses will all benefit from a great political achievement by Spokes, along with Cllr Steve Burgess and many concerned individuals.

After a long struggle councillors plucked up their courage, rejected the official recommendation, and agreed to ban car parking on the Mound at all times. While this is not the most vital cycling issue in the city, we hope it is a sign that councillors are at last willing to take cycling more seriously. And that the Lib Dems - largest party on the Council - are serious about their manifesto promise of a 'model cycle-friendly and walking-friendly city' [Spokes 97 p5].



The Mound as the Council wanted to keep it - bus stops blocked, cyclists squeezed, pedestrians pressurised.

How we won the Battle of the Mound - see page 5



The Mound without parking - cyclist safety, walkers' wonderland, cars no worse jammed than usual!

Following this heart-searching within the ruling parties on the council, Spokes was invited by several councillors to discuss our case for real priority to active travel - walking and cycling - in the city. We especially thank Cllr Tim McKay (LibDem) for his initiative on this. With the huge problems of climate change, energy security, congestion and obesity it truly makes sense! Please urge your councillors to press for action - see page 4 for our ideas.

SCOTTISH FUNDING FALLS

Experts are calling for 10% of transport funds to go to active travel [p7] - but our research shows Scottish cycle spending below 1% - and falling in the new government's first budget year. Spending rises in some areas but other losses outweigh this, the main factor being a £3m cut for Strustrans. Our figures are estimates, but the picture is clear unless the SNP finds new money - like the Lab/Lib government did in 06/07 when we showed an impending fall [Spokes95 p5]. Meanwhile trunk road money rises by over £50m to £932m, and Forth Bridge toll abolition costs £2.3m [Spending Review].

Scotland [£m]	04/05	05/06	06/07	07/08	08/09
cycle spending*	11.9	11.5	18.8	19.4	17.0^
total transport#	1329	1488	2248	2335!	2258!
% for cycling	0.90%	0.77%	0.84%	0.83%	0.75%

* Our estimates [Spokes 99 p5, and earlier] ^ See page 7.
! 07/08 & 08/09 not comparable, due to gov't restructuring - local gov't not now included, so 08/09 total may be higher and % lower.
Figures differ from Spokes 96 as 'cost of capital' now included.

SPOKES BULLETIN No. 100

See p3 for our online and offline celebratory exhibitions!

BIKES AGAIN 1 IN 5

Our May count is yet another wake-up call to the council and Scottish Government to get serious about bike use. Even in bike-hostile Lothian Road one citybound vehicle in every five is a bike in the 8-9am rush hour [p8]! But the 157 citybound cyclists, and 169 buses and commercial vehicles, were choked by 497 private cars. And 75% of those cars bore just one person - along with a tonne of metal!

Edinburgh compares itself to Copenhagen - so let's invite Mayor Ritt Bjerregaard. Despite heavy bike use (thanks to serious investment) she has grown the budget more, and says "Giving cars priority is a thing of the past: from now on cycling will be taken even more seriously" [Spokes 98,99]. What on earth would she say of Lothian Road? [Survey data: p8 and www.spokes.org.uk - downloads - technical].

WHAT THEY SAY ABOUT SPOKES

* **New resident:** Your wonderful Edinburgh cycling and walking map has immeasurably improved my life in the city...

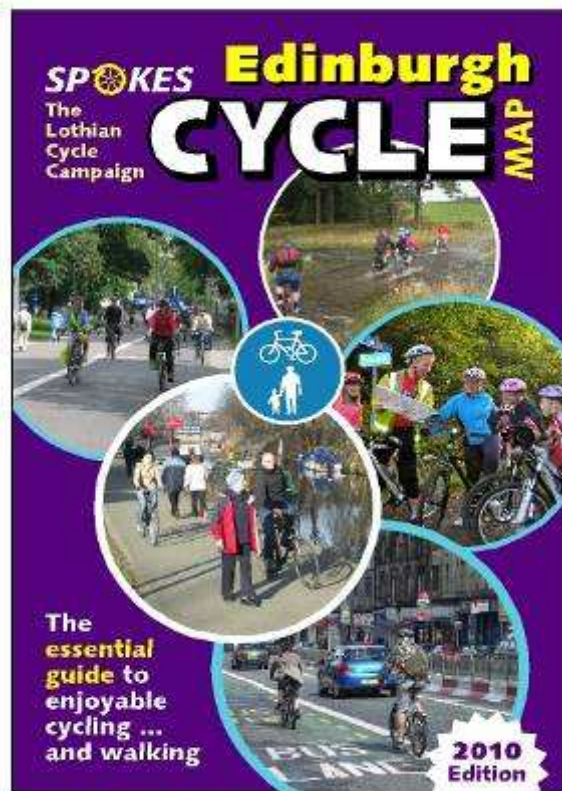
* **Scottish council cycle officer:** We are very grateful for your existence - an example of cycling group best practice ...

* **Member's comment on renewal form:** Keep up the excellent work! ... The way you engage with politicians and bureaucrats rather than just criticising and complaining ... And our special thanks to you if you write to councillors, MSPs, etc. We'd achieve a lot less without you!!

Help SPOKES, other cyclists, and yourself by writing to your MSP, MP, councillor and the press every so often. See back page for contacts. Ask your MSP, MP to raise your questions with the relevant minister. Send us the results!!

SPOKES MAPS

100,000 sold!!



SOME TECHNIQUES WE USE

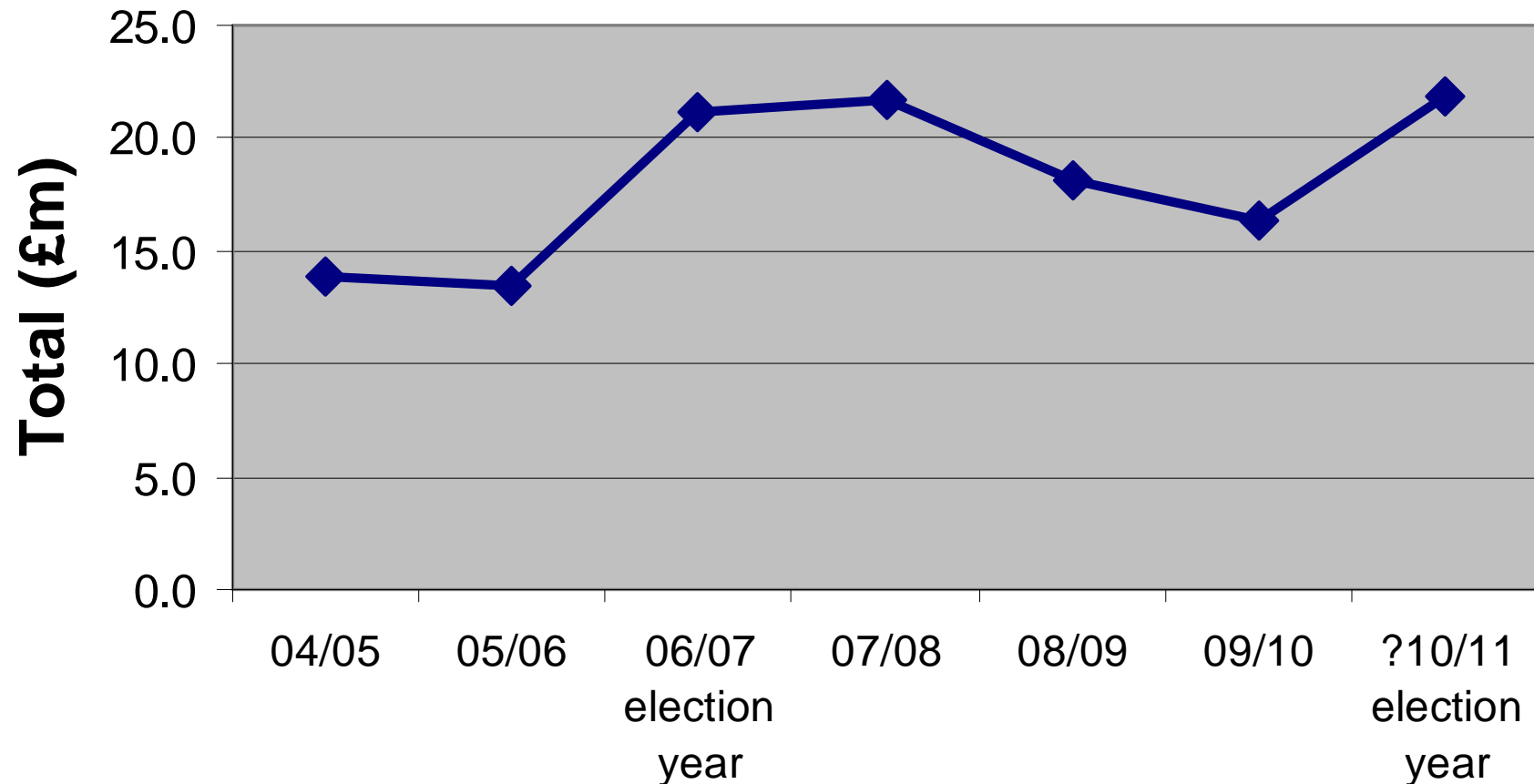
- ***Be active praising the good:*** don't just criticise the bad. Let the council/ govt see you're useful!!
- ***Seize & seek opportunities:*** [e.g. planning applications; presence of top people] ... i.e. don't solely concentrate on predetermined campaigns
- ***Use time well:*** e.g. designing a map or bulletin is fun but useless unless you also distribute widely!!
- ***Encourage members to lobby as individuals:*** notify them who to contact, when, and about what – let politicians/officials feel a wide constituency
- ***Consistent pressure:*** results can take time.

Scottish cycle funding from all main sources - Spokes annual survey [14 years]

“the most detailed and comprehensive overview of annual public sector cycle expenditure”

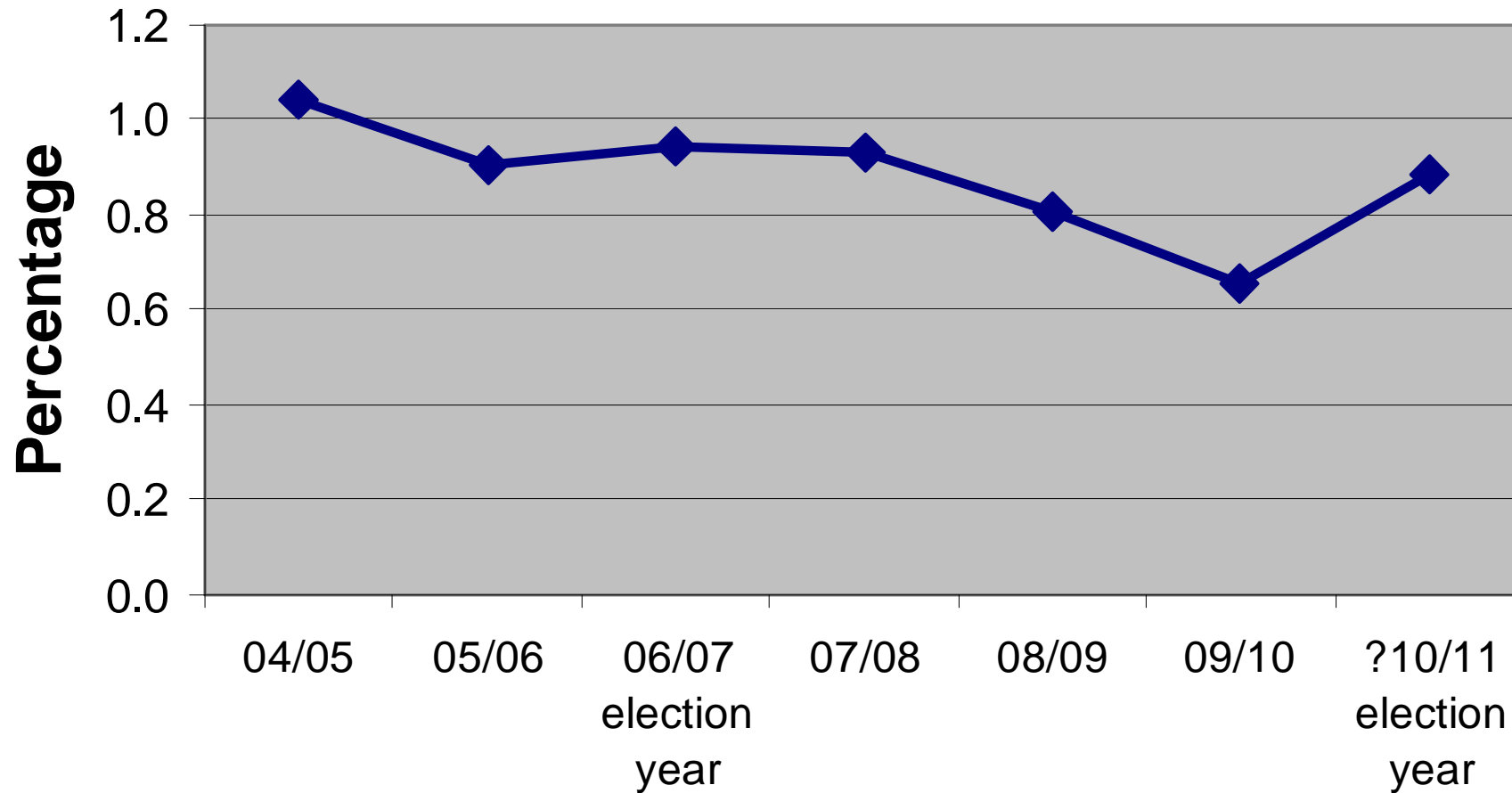
**Scottish Parliament Information Centre [SPICe]
Briefing 10/62 – Cycling in Scotland**

Scottish Cycling investment - total of all main sources [*cash terms*]

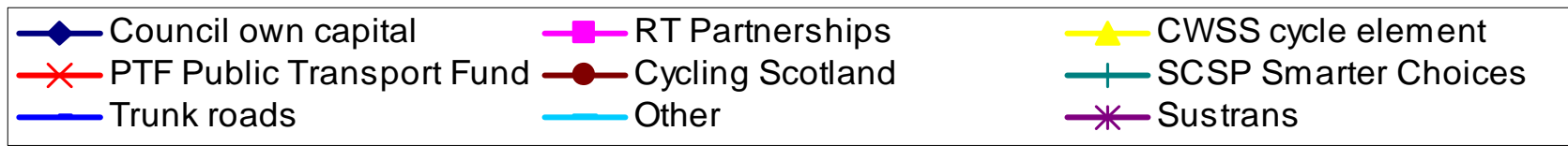
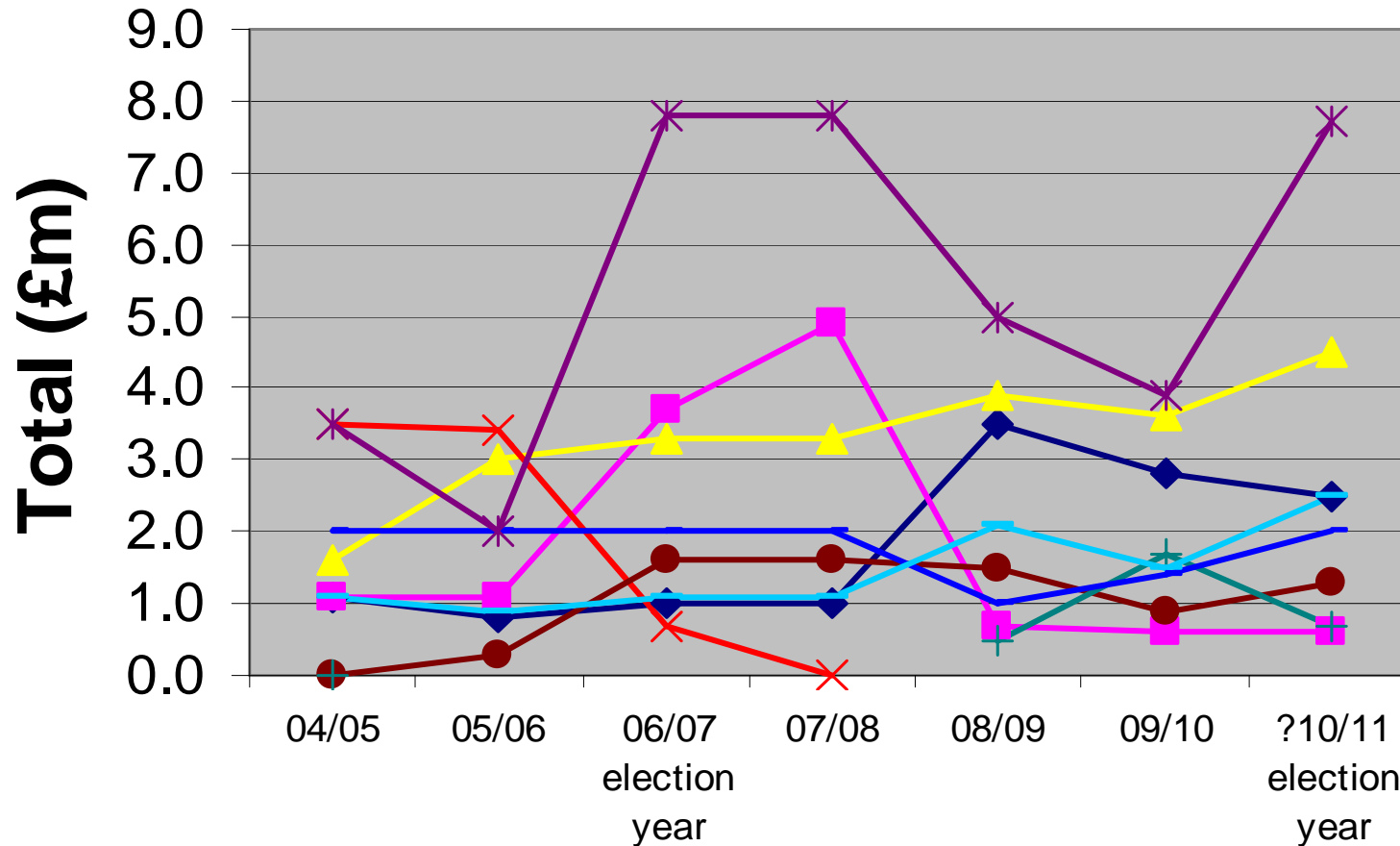


This year's data is provisional so is labelled ?10/11

Scottish Cycling investment - total as % of SG transport budget



Scottish Cycling investment - all main sources [*cash terms*]



SURVEY – A CONCLUSION

- Cycling investment by councils from their own capital resources is consistently low.
- Cycling investment is largely from national funding allocations dedicated to cycling [e.g. Sustrans, CWSS] or to transport [e.g. RTPs].
- Therefore to achieve widespread *local* success, *national* lobbying is vital [as well as local].
- National lobbying far easier for local groups in Scotland than in England. Much smaller population - everyone closer to government.

SURVEY CONCLUSION [ctd]

For example, Edinburgh Council committee report on the Active Travel Action Plan...

“Any withdrawal of Scottish Government CWSS funding is likely to have serious implications ... the ambitious cycling targets are unlikely to be met in this scenario”

Spokes <-> Edinburgh Council

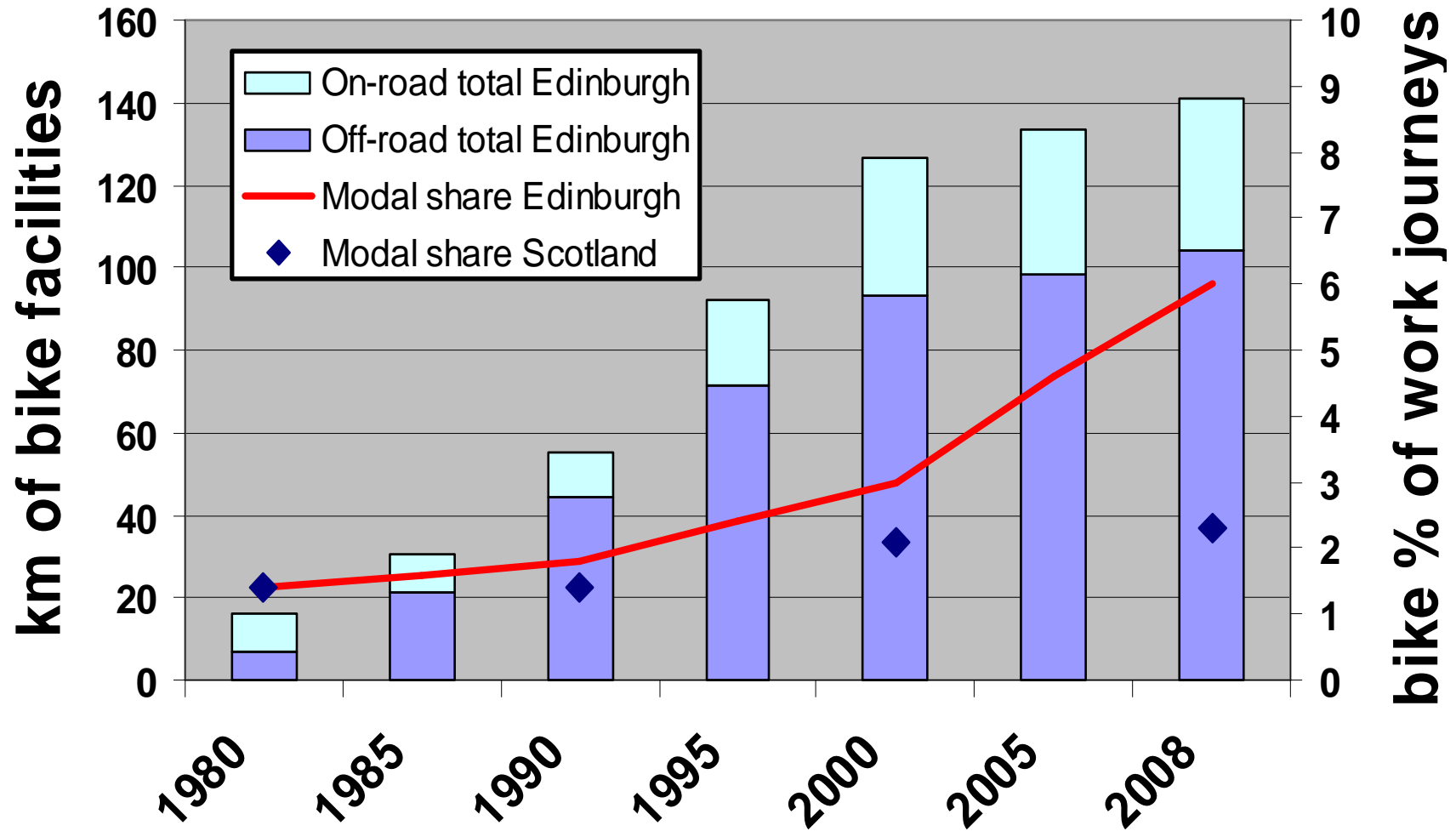
Generally constructive relationship:

We praise the good as well as highlighting problems
- so our ideas are respected & we get consulted

Example contacts:

- **Quarterly Cycle Forum** - chaired by Transport Convener
- **Active Travel Action Plan** - Spokes was on the Board overseeing preparation of the plan
- Many **smaller contacts** - formal & informal

Edinburgh - bike facilities v. modal share



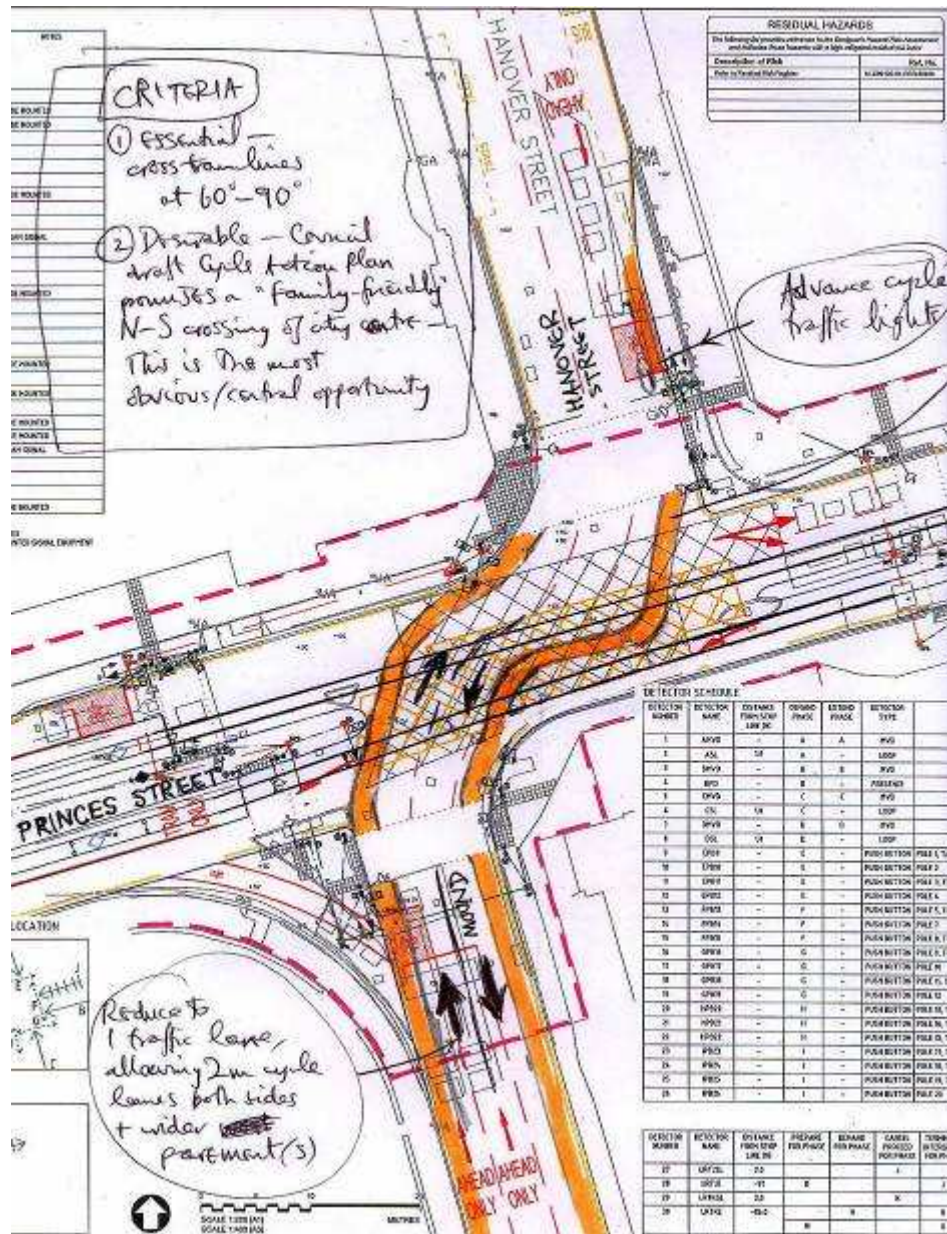
Edinburgh – the Mound



*A great Edinburgh street and
a great bike facility!!*

- **Cyclists** don't have to stop and start behind steep uphill traffic [often lorries & buses]
- **Pedestrians/tourists** now further from cars and lorries and can enjoy the street
- **Note peak-only restriction:** later lobbying jointly with Lothian Buses achieved 24-hour parking ban [despite opposition by Director]

Crossing Princes Street at the Mound



- Vital N-S crossing - and part of ATAP 'family network'
- *Layout makes it almost impossible to cross tramlines from N to S at safe 60deg.*
- Crashes Feb & Oct (1 injury)
- Spokes proposal (shown) rejected as only one traffic lane each way [though Mound was *totally closed* in 2009]
- Discussions for 2 years - no other obvious solution

London – superhighways

- **NB: I speak from a position of ignorance!!**
- **CTC/Cyclenation response** ... “we have doubts about the value of the actual facilities ... too often the blue lanes are only 1.5m wide ... give up at approaches to junctions ... the reality is disappointing” [CTC Cycle Digest]
- **Public response** ... “early estimates show there is an overall 25% increase in cycling” [Carlton Reid blog]

Bike Facility Questions

Three big questions about a new bike facility - but which is most important?

- A.** *Does it significantly raise the number of cyclists?*
[i.e. is it liked & used by the public]
- B.** *Does it reduce [or not raise] casualty rates and numbers?* [note that more cyclists often reduces rates]
- C.** *Does it meet all criteria for design perfection?*

Spokes argues for top design - but nonetheless we welcome [albeit critically] a scheme meeting A and B even if C isn't perfect. [e.g. The Mound lanes – not perfect width(?) but *hugely* valued!!]

Boris bikes – possible here?

- **Seems very successful in London** [and many cities – though some problems e.g. Cardiff – bad cycling conditions in centre??]
- **Tenement bike storage problems** might give extra market in Edinburgh
- **Edinburgh Council study** concluded a full scheme too hard to finance, also ‘streetscape’ issues [and would enough people accept Barclays - or RBS - bikes!!]
- **New problem – Princes St tramlines** – two reported crashes a month, yet city centre would be the heart of a Boris-type scheme to be used by many novice cyclists. *Promised consultation on Princes St future/ possible cyclerooute still awaited!*

Importance of local 'power' context

- **Top *politicians and officers* can have a big effect – by detailed attention and by setting priorities. *It's often the person not the party. It's a question of luck who is there!***
- ***London* – mayors (KL + BJ) highly supportive of cycling over last decade [though Boroughs vary].**
- ***Edinburgh* – local context more varied in recent years: example on next slide!!!**

Importance of local 'power' context

It's often the person not the party

Example: Edinburgh Council under Lib Dem/SNP

LibDem Manifesto... “A Model Cycle-Friendly City”

The reality...

Years 1&2 – no cycling initiatives, maybe slight regression

...then, same party, but new Director and Convener

Years 3&4 – Active Travel Action Plan + *detailed attention*

e.g. priority rules for road & facility maintenance being revised

e.g. Spokes storage project – convener asks what council can do

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