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CYCLING and the TRAM EXTENSION

A 6-week consultation on extending the tramline to Leith, Ocean Terminal and Newhaven is expected to begin in March. Technical and financial plans then go to the Council in late autumn for a final decision.

Spokes public meeting, March 15 – see page 2 with the Project Director & Transport Convener

Spokes supports the tram in principle, but the dreadful injury record, and a possibly related death, mean that great thought must be given to integrated design this time [spokes.org.uk, 5.6.17]. By late 2016, local hospitals had seen over 190 cyclist and 60 pedestrian tramline

injuries [see p7] - “a new work stream” said consultant surgeon **Prof Chris Oliver**, costing the NHS over £1 million. And Thomson Solicitors are supporting around 100 claims against the Council. This is very serious!

The full City Council on 26.6.17 promised steps to...

“ensure design of any future tram line extension reflects council policies to prioritise pedestrian & cyclist safety.. including consideration of segregated cycle lanes”

Despite that, early signs are worrying, with *hints* that cycle lanes in lower Leith Walk may remain onstreet, and may even allow offpeak loading - though we won't know for sure till the consultation begins. **Please check out the consultation, and come to our public meeting.**

MORE ON TRAMLINES – see page 7

PiCARdy Place

Work begins soon on the Picardy Place gyratory – approved by Edinburgh City Council's Transport Committee despite widespread opposition from community and heritage organisations.

This solution cannot be compatible with the Council's ambitious Local Transport Strategy targets to cut car commuting modal share from 42% to 29%, and all-trip car use from 43% to 31%. It is all the more tragic when the Council has in recent years achieved a continuing gradual decline in city centre traffic [Spokes 128].

WHY THE GYRATORY? – see page 6

The gyratory's central island, although landscaped and possibly with a cafe and bike hire, will be accessible only by crossing a gyratory road and will be surrounded by traffic. The Council says the scheme is flexible, e.g. to remove a traffic lane if and when traffic falls, such as through the City Centre Transformation [p6].

CYCLING & WALKING

More positively, due to December's consultation, cycle routes will be much improved compared to earlier plans and to the existing layout. Thank *you* if you took part! Public space was also greatly boosted post-consultation, though Living Streets reckons it is less than at present.

Spokes, Living Streets and others are still seeking tweaks to the plans before work starts in late March.

All parties other than the Greens supported the plans. We especially compliment Green Transport Speaker and Spokes member **Cllr Chas Booth** who worked tirelessly for a less car-dominated solution. Transport Convener **Cllr Lesley Macinnes** also deserves praise for delaying the project for consultation once the public disquiet became clear - though consultation should have been years ago, before a gyratory became non-negotiable.



An intrepid young cyclist loving the new Leith Walk segregated lane. But what will they do on reaching Leith St., or the bottom half of Leith Walk? Pic: @earthowned

LEITH STREET: “Cyclepath to nowhere”

Our Picardy Place Transport Committee deputation also argued forcibly for Leith Street to be buses-only uphill, with a cycle lane and wider footway, when the current works-related closure ends. Cycling uphill here in heavy traffic is intimidating, fume-filled and dangerous.

We were strongly supported by Council Cycling Champion **Cllr David Key** who called the route to Leith Street a *cyclepath to nowhere* if, as planned, it ends at Calton Road. Director of Place **Paul Lawrence** said he “*absolutely agreed*” and that officers would look once more at this, despite “*significant technical issues.*”

'Bike Life 2017 Edinburgh'



80%

of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

sustrans.org.uk/bikelife

Help Spokes, other cyclists, and yourself, by contacting your MSPs, MP, councillors and the press periodically. See back page for contacts. Ask them to raise your point with the relevant Minister / Convener. Send us the results!

FOR YOUR DIARY

Other events ... See www.spokes.org.uk [events column]

Regular rides ...

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.

Other Edinburgh rides - www.cycling-edinburgh.org.uk includes 'very easy' rides, regular rides, weekend rides.

On all rides ... Please ride considerately and carefully. You are entirely responsible for your own safety.

SPOKES PUBLIC MEETING Thu 15 March

Starts 7.30 ends 9.30. Doors open 6.45 for coffee, stalls, chat. Augustine United Church, 41 George IV Bridge EH1 1EL

Cycling & the Tram Extension

- ◆ How can the existing tramline injury record be avoided?
- ◆ Will there be segregated bike lanes throughout Leith Walk?
- ◆ What happens beyond Leith Walk, e.g. Constitution Street?
- ◆ Will North Edinburgh Network connect to Ocean Terminal?
- ◆ Could cargo bikes be used in tram construction works?

Hear and debate the issues with those involved

Cllr Lesley Macinnes	Transport & Environment Committee Convener
Rob Leech	Project Director – Edinburgh Tram, York Place to Newhaven
Martyn Lings	City Council active travel officer
Dr Caroline Brown [chairing the QA]	Asst Professor, The Urban Institute, Heriot-Watt University, Riccarton

SPOKES IS STILL 40!

Many thanks to all who contributed to our Autumn 2017 celebrations, especially the 40th group, **Mies Knottenbelt**, **Rosie Bell** and **Martin McDonnell**. Our exhibition is now at the Central Library till 3 March. For future venues/dates see website, events column. *Portobello Library photo: Mies*



SPOKES MEMBERSHIP RENEWAL

Members whose mailing includes a renewal form should now renew for 2018. Do it now! - see instructions in your mailing. Members not getting a renewal form are up to date for 2018.

😊 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 application form.

SPOKES COMPETITIONS

2018: 'My Cycling Transformation'

With Edinburgh City Council planning a city centre 'transformation' [p6] we're grabbing the word too!

So, for our 2018 summer competition we'd like to know what has been the *biggest positive transformation in your cycling life in the last year or two*. It might just be some advice from a friend (or from Spokes!), an improved cycle facility, buying a shopping bike-basket, seeing your child cycling to school every day, a new bike shed, a resurfaced road on your daily commute - the possibilities are endless!



The only restriction is that *if* your entry refers to a *place*, it must be in Edinburgh or the Lothians. If you've been to Copenhagen, that may have transformed your cycling life, but it won't count for our competition!

Don't send entries yet – the competition will be launched in our Summer Bulletin. But start thinking! **We'll publicise winning entries, to inspire other people!**

2017: Low Cost Ideas to boost Bike Use

Our competition received 57 ideas - the full set is at spokes.org.uk [click *competition* in the 'topics' cloud].

We sent prizewinning entries (and some others) to the bodies which could implement them, mainly councils. Already several ideas are agreed! - a few examples follow.

EDINBURGH - Thanks to a Transport Committee motion [5.10.17] by **Cllr Chas Booth** the four Locality Managers will assess all ideas and report back to the Committee. Several (e.g. at Randolph Place) will go ahead through existing projects such as the West-East route.

MIDLOTHIAN - The NCN signs at Eskbank station will be updated to show route numbers NCN 1 and 196.

EAST Lothian – Removing this Prestonpans chicane won third prize in our competition – now it will happen!



WEST Lothian – no reply received yet.

Waverley Station - Several areas are being rebuilt with new or extended platforms but, once this is complete, Station Manager Juliet Donnachie is happy to reassess which areas are suitable for additional bike parking.

Sustrans - Sustrans I-Bike team will consider an idea, suggested by a parent, of a primary school booklet for P7 pupils showing routes to the catchment high school, and other cycling info, to help P7s prepare for their move.

PoP 2018 pedalonparliament.org

Pedal on Parliament has proliferated around Scotland! Come along to persuade and impress your politicians ...

Sat 28 April – **Edinburgh & Inverness**

To be confirmed – **Aberdeen**

All rides need help e.g. organising, stewarding, publicity. To help or for details email hello@pedalonparliament.org.



PoP heads to the Scottish Parliament pic: markusstitz.com

NICELY SETTLED!

A common complaint to Spokes is the discomfort – *and danger* – of some setted streets. In one serious injury the cyclist, whose attention was partly on rounded, wet, setts, was hit by a van emerging from a side road. They can also bring serious problems and pain for walkers with certain types of disability or injury, when crossing roads.

It is *not* just a matter of badly-laid setts, but also *how rounded they are*. We congratulate **Scottish Canals** who have replaced the knobbly Canal Basin south-side setts with a new flat-topped version. They are brilliant for safe and comfy cycling or walking – and they look great. **If you have local sett problems, tell your councillor!**

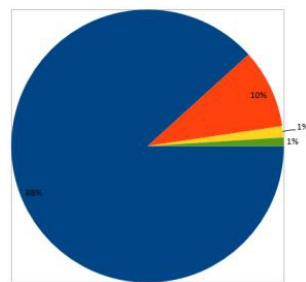


Re-paving underway at the Canal Basin

An Edinburgh Transport Committee report on setted streets [17.1.17] played down these issues but *thanks to our efforts* the report was postponed for pedestrian/cycle consultation. A revised report is expected soon.

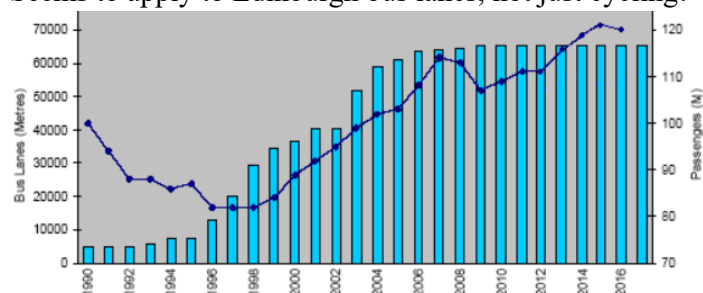
SCIENNES ROAD: 98% AGREE

Sciennes school parent council is campaigning to close the road permanently, and expand the playground into the roadspace, when the Sick Kids hospital moves. A walk/cycle route would remain. In a survey of 299 school families, a mere 7 disagreed (green/yellow) and 292 agreed (of who 264 agreed 'strongly' – blue). **Hopefully the local councillors are listening – if you live nearby, why not ask them?**



BUILD IT AND THEY'LL COME

Seems to apply to Edinburgh bus lanes, not just cycling!



Columns = total bus lane length, by year; Dots = bus usage

From transformscotland.org.uk, 5.12.17 post & document

Note: In 2015 the Council scrapped Saturday & off-peak bus lanes [spokes.org.uk, 30.10.16] so although lane length was unchanged, effectiveness fell. Is the impact showing?

B129 CORRECTION

In Bulletin 129 we said the Leith Walk floating bus stop was Scotland's first. In fact there are others e.g. Glasgow [pic] and East Dunbarton. We understand there are few complaints, which ties in with Manchester research showing 90% satisfaction [google oxford road trial bus stop].



#Spokes40 Anniversary Celebration at Edinburgh City Chambers, November 2017 photo: Bryce Morrison

You can find a list of attendees and all our 40th anniversary materials at spokes.org.uk [18.11.17 article]



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BIKE-FRIENDLY SHOPS

On average, people who cycle rather than drive shop more often and spend more in total [for evidence, google *economic value of cycling*] yet most shops/supermarkets do little to encourage shopping by bike. **You can help improve this!!**

- ♦ **Show** our factsheet, *Why Improve Bike Parking & Access*, to your local shop or supermarket manager
- ♦ **Tell us** of any successes. If a manager is very interested, we may be able to accompany you on a second visit
- ♦ **Ask us** for more copies of the factsheet
- ♦ **Email us** at shopsproject@spokes.org.uk.

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SCOTTISH GOVERNMENT

STUCK! - garden sheds

A Scottish Government "priority key action" from July 2016 remains stuck in the bureaucratic mire...

Following some very distressing cases a few years ago, in which Edinburgh families were refused permission by the Council for front garden bike sheds, or told to remove them under threat of a heavy fine, Spokes worked with the Council to prepare a factsheet which advises on the type of shed/container likely to get planning permission [spokes.org.uk : advice : bike storage gardens]. The factsheet recognises a balance between amenity and public health and environmental policies/ambitions to boost cycle use.



Spot the bike shed!

The factsheet is now referenced in Council 'Guidance for Householders,' and has been a great success – we've not heard of anyone refused permission after using it and we've had no more distressed householders coming to us.

However a planning application costs over £200, whether or not granted – often more than the shed cost! So Spokes suggested to the *Scottish Planning Review* in 2015 that containers/sheds meeting criteria such as in our factsheet should have *Permitted Development Rights* (PDR), meaning that planning permission is not required.

In a government online Planning Review 'ideas' survey, our proposal came 5th of all ideas, scoring 4.7 out of 5 !!

In 2016 the government declared a **Key Priority Action** to "significantly extend" PDR (not just for bike sheds).

Since then the planning review has gone through two further consultations, Spokes has written or made submissions [see above web page] no fewer than 5 times yet we seem little closer to the promised "priority action."

Claudia Beamish MSP, co-convenor of the Cycling Cross-Party Group, is asking the Minister for action. **If this matters to you – ask your MSP to write too.**

STUCK! - trunk road cycling

In 2015 the Government agreed to a Spokes proposal that the Trunk Road Cycling Initiative (TRCI) should be updated, and said this would be done in the 2016 Cycling Action Plan for Scotland (CAPS). Instead, it too remains stuck in the bureaucratic mire...

Lord James Douglas-Hamilton MP created the TRCI in 1996 and it has never been updated. It was good in its time, but badly needs review. We suggest including...

- ♦ A Transport Scotland responsibility to identify and ensure implementation of opportunities to boost cycling and safety on **existing** trunk roads – e.g. safe crossings, provision and/or signing of alternatives to trunk roads, conversion of remote footways to shared use, and so on. All working alongside local councils, Sustrans, etc.

- ♦ Proper maintenance of trunk road footways [see below]

- ♦ All new trunk road projects to include high quality cycling provision [no more Sheriffhall sagas - Spokes 129]

- ♦ Average speed cameras on all trunk roads, following their huge A90 and A77 successes in cutting speeding and injuries [transformscotland.org.uk news 23.1.18].

- ♦ Full investigations of cycling fatality roads

- ♦ An annual report on TRCI projects identified & built.

However, despite the promise of a new TRCI by 2016, despite meetings, letters and submissions, we enter 2018 apparently little closer to a new TRCI!

We thank **Graham Simpson MSP** who asked Minister **Humza Yousaf** about this [1.2.18] – but received a not very enlightening reply. **If this matters to you – ask your MSP to raise this with the Minister.**

STUCK! - on the footway

Rural 'A' roads (which can be either trunk roads or local authority roads) are the most dangerous roads for death per km cycled [Spokes 117 p5]. Many also have near-deserted footways, which could be converted to shared use, at least pending cash for proper inter-urban routes. Sadly, rural footways are often overgrown,



A71 footway measured by glove & pickaxe! pic: Peter Hawkins

unpleasant to walk and impossible to cycle: e.g. A702, A71, A199, A68. Spokes has contacted Councils and government and also taken action on the ground!

Contact your councillors or MSPs if you are affected.

SCOTTISH BUDGET

Very unusually, we didn't make a major lobbying effort on the 18/19 budget! This welcome break was thanks to *active travel cash* being doubled from £40m p.a. to £80m in an earlier announcement [Spokes 129]. Although still below the £15-£20 per head for *cycling alone* in leading European countries, it's a huge step, far ahead of the UK government, and maybe as much as councils can handle this year while gearing up their staffing and skills.

Cycle + walk as % of transport budget & per head

Scotland	£m	12/13	13/14	14/15	15/16	16/17	17/18	18/19
Transport total		1893	2019	2019	2108	2210	2376	2376^
AT total*		20.1	21.3	39.2	39.2	39.2	39.2	80^^
AT as %		1.1%	1.1%	1.9%	1.9%	1.8%	1.6%	3.4%
AT per head #		£3.80	£4.00	£7.30	£7.30	£7.30	£7.20	£14.70

* Active travel figures from CAPS3 # Rounded to nearest 10p

^ Assumes transport same as 17/18 ^^ As announced in PFG

Doubtless we'll be back to the budget next year!

EDINBURGH CYCLING DEVELOPMENT

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

CITY CENTRE TRANSFORMATION

Edinburgh City Council has begun internal discussion on a major 'Transformation' of the City Centre, to reduce traffic domination [spokes.org.uk 30.11.17].

The process was prompted by the tramline-implicated West End junction death of Zhi Min Soh in May 2017 [spokes.org.uk 5.6.17]. The new Council agreed to create... *"an action plan, to be implemented before the end of this Council term ... with the aim of ... prioritising access for pedestrians, cyclists and public transport ..."*

Hints from councillors and officers suggest this could include major road-use changes, possibly closing a north-south route to private motor traffic, with a more people-friendly Princes Street - and hopefully a safer West End junction. Might the Council's 2010 city centre *Jan Gehl report*, which called George Street a 'car park' and Princes Street a 'bus station,' even be taken off the shelf? And are north-south inner-city car routes really essential?

A major public consultation is expected this summer and Spokes is planning a public meeting on the topic.

GLASGOW PARALLELS

Meantime Glasgow's new *Connectivity Commission* has similar aims. Remarkably it is chaired by **Prof David Begg**, a former Edinburgh Transport Convener who did a huge amount for cycling in the 1990s and created the bus Greenways - brave and innovative decisions back then.



1996: Transport Convener Cllr David Begg (yellow jacket) heads a Council-organised opening of new Princes Street cycle lanes – scrapped by a later Council. Spokes is now arguing for new segregated Princes Street facilities as part of the City Centre Transformation project.

BIKE/E-BIKE SHARE SOON ?

Edinburgh Bike Share could be operating from June! The tender proposed 600 bikes, 100 of them electric, initially covering the city centre and some university areas.

The scheme must operate at zero-cost to the Council, and, to try and ensure quality and reliability, all bidders must be accredited with carplusbikeplus.org.uk and must comply with the *Transport for London* bike share code.

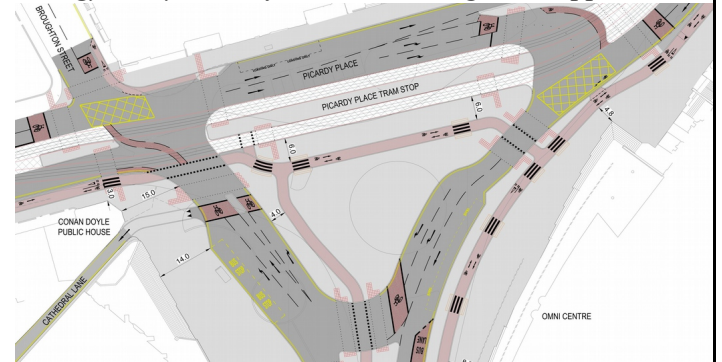
BIKE SHARE BOOSTS SAFETY

Despite public perception that bike-share is dangerous because it attracts visitors, novices and the unhelmeted, a

WHY PICARDY GYRATORY? [see also p1]

Spokes opposed a Picardy gyratory from its first mention - long before it became a 'hot' issue. Indeed we laid out our reasons to the Transport Convener way back in 2010.

Why has it been approved? The Council has tough traffic reduction targets [p1] and is slowly succeeding in reducing city centre car traffic, as shown by data from our ten years of rush-hour traffic counts and the Census. *Yet a gyratory caters for and encourages the opposite!*



*Plans approved by Committee, though 'tweaks' still possible
Light grey = pedestrian area; pink = cycle facility*

Unfortunately in 2014/6, without public consultation, the Council cemented the gyratory into a financial agreement (the GAM) with the Scottish government and St James developer. A totally new layout, or delaying construction, could apparently now have major financial implications.

Second, the Council is adamant that any other form of junction would cause serious congestion, and rat-runs in residential streets. The option of traffic reduction is seen as unrealistic in the short term, though they say Picardy may be modified and traffic-reduced as part of the City Centre Transformation project [see article].

Finally, back in 2009 the Council Planning Committee, despite objections from Spokes and others, approved a huge 1800 car spaces for the adjacent new St James Quarter – up from the previous 550 spaces!

JOINED-UP THINKING??

It feels a classic case of non-holistic policy making: the Council 'wants' to cut traffic, but boxes itself into a corner through decisions taken for other reasons - such as the GAM and the car spaces planning permission.

Tragically, for these reasons, the gyratory now goes ahead in isolation from the big decisions due by the year end on Transformation and tramline extension.

British Medical Journal editorial [15.1.18] reports such schemes generally *improve* safety, as well as boosting bike use – Dublin and New York being examples.

Two of the few cities where bike share did less well, and where safety *fell*, are Melbourne and Brisbane. Both have helmet compulsion - thought to be a major barrier.

The author speculates that "safety in numbers" is key, making drivers more aware of cyclists. Also, bike-sharers may go slower than seasoned commuters; whilst drivers perhaps see unhelmeted bike-sharers as more vulnerable than a helmeted 'serious cyclist' and so give more space.

LEITH WALK – WHAT NEXT?

In 2013 the government and Sustrans allocated £3.6m so Edinburgh, instead of just resurfacing Leith Walk, could create “an exemplar corridor” for walking & cycling [spokes.org.uk 24.9.13]. After 5 years, what has happened?

Pilrig St to McDonald Rd – This first short segregated stretch seems set to stay isolated for a while – see below.

More positively, the 'Orca' traffic separation near its junctions should be replaced soon by **kerb splitters**. The Council should have made clear the Orcas were an experiment, but was right to remove them, as people had tripped near traffic, a car had thrown one onto the footway, and a cyclist had crashed after hitting one.

McDonald Rd to Playhouse This section awaits tram extension decision and works, so could be 2+ years away.

Playhouse to Calton Rd Ironically, the next segregated routes to be built will be the mini-network in the Picardy gyratory development, due to be complete by this July.

Calton Rd to top of Leith Street This remains a very difficult fight – see page 1, *Cyclepath to nowhere*.

Foot of Walk to Pilrig St – plans will be revealed in the tram consultation, but advance hints are worrying [p1] with possibly even a deterioration on current provision.



Loving the new Leith Walk segregated lane! But what then at Leith Street or lower down the Walk? Pic: @thebonnieoon

WHAT YOU CAN DO

There are major developments on these two pages, some too late to influence, others still in the design process.

How can you affect things? We suggest...

- ♦ Play a full part in the forthcoming tram consultation.
- ♦ Email your councillors or, better, visit their surgery, to discuss what you want to see in the City Transformation. Edinburgh councillors are at edinburgh.gov.uk/councillors.

TRAMLINE INJURIES

A major academic study of Tram-System Related Cyclist Injuries, TSRCI, uses the Edinburgh data [google TSRCI].

During the 6 years 2009-2016 local hospitals saw 191 TSRCI cyclists, and 151 later completed questionnaires.

Interestingly, although the study is of cyclists, some 60 **pedestrians** also attended hospital with tramline injuries. *Some of the more important and interesting results are...*

- ♦ 53% said traffic pressure contributed to the crash – for example, making it difficult to cross at a good angle, or forced into tramlines when cycling parallel to them
- ♦ 80% lost some confidence in cycling, a lot or a little
- ♦ 16% as a result gave up cycling altogether [cycling may fall further when victims talk to friends etc.]
- ♦ Women were more likely than men (96% v. 69%) to lose some confidence and more likely to stop cycling
- ♦ 55% reported that the weather was wet at the time
- ♦ 43% were at a junction [2-stage crossings can reduce these by providing a nearer 90 degree crossing]

Shockingly, the government's £8m (and rising) tram Inquiry is *not* looking at the crashes, the pain, the costs to NHS, employers and Council, and the lessons.

TRAMLINE SAFETY MEASURES

Following Zhi Min Soh's death, and many tramline injury crashes, October's Transport Committee approved a phased program of ameliorative measures. We welcome this, though noting that the tramline layout itself is a basic problem. We brought over a Dutch expert ten years ago but the designers rejected his ideas [website, 17.10.13].

The safety measures are phased as below. The Council is discussing them with Spokes, resulting in some modifications – and a significant disagreement (1 below).

Autumn 2017: not requiring legal orders or much consultation .. signs, bus-back ads, surface colour, etc, aimed at motorists as much as cyclists – the Council recognises that a major cause of crashes is traffic pressure forcing the cyclist into tramlines at a poor angle.

Spring 2018: needing agreements with police, tram/bus operators, etc .. new & changed advance stop areas; and replacing the misleading cycle symbol *between* tramlines with the word 'CYCLE' across the *whole lane* (this needed government permission as is non-standard).

Autumn 2018: needing traffic orders, significant physical measures and/or public consultation, etc .. advance traffic lights; cycle facilities to enter Princes St eastbound at South Charlotte St junction, and to cross tramlines at South St Andrew St; and changes to the Haymarket station island and cycle lane.

Timing unclear: (1) At **Haymarket junction** cyclists from Dalry Rd turning right across the tramlines face a major hazard from cars entering Grosvenor St (there have been crashes). We can see only two acceptable solutions: making Grosvenor St exit-only, or using a two-stage turn, but the Council considers both are problematic.



Bikecam view just before crash, as car from Dalry Road aims for Grosvenor Street, cutting across cyclist Greg Brown. Cyclist can't use right lane due to tramline crossing angle.

(2) The **West End junction** may become far more cycle and pedestrian friendly under the 'Transformation' – but unfortunately that will not be known until autumn. This difficult, crash-prone cycle blackspot desperately needs attention [we showed a *partial* solution in Spokes 123].

Stop Press: MORE PROJECT DELAYS

Staff shortages are to delay many 'small' projects consulted on in 2017. Staff are diverted to the 3 big projects [Spokes 129] whilst Council recruitment processes grind on too slowly.

BIKERAIL BONANZA?

As previewed in Spokes 129, **ScotRail** and **Transport Scotland** seem to be taking seriously this remarkable *promise* in the Programme for Government...

- introducing dedicated carriages for cycles and other outdoor sports equipment on rural routes in the north and west

It appears that redundant Class 153 diesels may be leased from England to form dedicated bike/ luggage carriages for Mallaig, Oban, Kyle and Thurso routes. The 153 units can couple to existing 156, 158 & 170 trains.

Bike space on normal trains will remain vital as not every train on these routes is likely to have a bike carriage.

This great initiative follows a huge outcry *Class 153 self-powered diesel unit* from individuals and the tourism industry in 2016 at proposals to replace the Class 156 Oban trains, as this implied cutting to 2 the existing 6 bike spaces. **Spokes played a major role in that campaign** [website 18.3.16] and our tweet had 175 retweets, the most ever on any topic, showing huge concern over bike/rail space.



NOT SO HAPPY

The story with the forthcoming Glasgow/Edinburgh to Inverness/Aberdeen **HST mainline trains** is less happy. An initial 20-bike promise was watered down to 8, of which 6 were end-to-end only, with just 2 available at intermediate stations, a 50% cut to the current 4 spaces!

Spokes highlighted this reduction, again prompting a huge public reaction [website 12.4.17]. **Liam Kerr MSP** obtained a Parliamentary debate and Minister **Humza Yousaf** later announced the 2 intermediate-station spaces would rise to 4. Discussions about further intermediate space continues - this should be possible if Transport Scotland would fund conversion of redundant areas.

HOW TO CONTACT POLITICIANS

1. Simplest - find them *all* at www.writetothem.com. Or...
 2. MSPs - you have one constituency MSP and several Regional MSPs. Find them at scottish.parliament.uk/msps
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| edinburgh.gov.uk | 0131.529.3186 | SNP/Lab (minority) |
| eastlothian.gov.uk | 01620.827827 | Lab (minority) |
| midlothian.gov.uk | 0131.270.7500 | Lab (minority) |
| westlothian.gov.uk | 01506.775000 | Lab (minority) |

A PERSONAL VISIT??

Many people email their MSP/councillor, but why not visit their surgery for a chat on issues that concerns you: it could make an even bigger impact! Ask them for time/place.



For a day away, or a longer break, take your cycle on ScotRail trains. Cycles are carried free on all services, and we provide cycle storage facilities at most of our stations. Find out more at www.scotrail.co.uk or contact us on 0344 811 0141.

ScotRail is operated by
abellio

SHORT BUT SIGNIFICANT!!

We'd love to say more, but space is tight...

AVERAGE SPEED CAMERAS have had a massive impact on road casualties and driver speeding illegality. Support the campaign to extend them to all trunk roads in Scotland! See transformscotland.org.uk, 23.1.18 news.

PREMISES PARKING LEVIES are a charge levied on workplaces, superstores etc, based on the number of car park spaces. This encourages business to promote active & public transport to customers and staff, and raises cash for sustainable transport investment. Nottingham has a workplace-only scheme, but Spokes suggests a wider 'premises parking' levy. Scotland does not allow any form of levy but **FOE Scotland is fighting for change in the law - please support them!** Email info@foe.scot.

E-MOBILITY ... Spokes has urged Edinburgh Council and the Scottish Government to promote e-bikes/cargo-bikes alongside EVs [Spokes 129]. The Council reacted fairly positively, with a section in its EV Action Plan and a promised revision to include modal shift from car, not just shift from fossil vehicles to EVs. A project with Edinburgh University Business School students to find **potential cargo-bike business users** is now underway ... *please contact Spokes with any ideas!*

And thanks to a **Cllr Booth** amendment, a **pilot cargo-bike scheme** for Council deliveries will be developed!

SPOKES BULLETIN INFORMATION

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USEFUL CONTACTS

Suggest bike parking sites: activetravel@edinburgh.gov.uk
Adult cycle training: 668.1996 info@thebikestation.org.uk
Bikes on rail, bus and ferry: www.travelinescotland.com:
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 0208964102

Help Spokes, other cyclists and yourself by joining us!

Download a membership form at www.spokes.org.uk