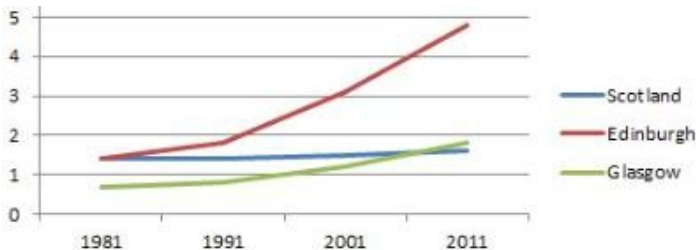


### CYCLING: what works?

Edinburgh has the highest proportion of journeys to work by bike of any Scottish Council and has seen significant growth in cycle use; yet years ago the City was well down the league. Why did this happen when cycling was fairly static in Scotland as a whole? How can the trend be maintained – and is it at risk?



*Census figures for proportion of journeys to work by bike*

SPICE, the Scottish Parliament Information Service, has published a detailed **case study** of the last decade, along with a review of **international research evidence** on “what works” [to find the report see p5 inside].

The case study finds that Edinburgh's success is due to ...

- ♦ Creating a **pro-cycling culture**
- ♦ Creating a **pro-cycling policy framework**
- ♦ Delivering **cycle infrastructure**

See p7 for details and the international research evidence.

### CITY CENTRE CYCLE USE PLATEAU?

Despite this major past achievement, there is growing concern that we may be at a point where only a step change in infrastructure will continue the trend. Indeed the last two Spokes traffic counts suggest growth in city centre cycle use may be levelling off and the Council's 2017 People Survey shows more cyclists feeling unsafe.

Recent years have seen little new city centre cycle provision other than bike racks, whilst the crash record of the badly-designed tramline layout scares many people. Nor have we seen car limitations or major pedestrian schemes. Recent cyclistroute investment has been largely near the city edges - politically easier because car space is unaffected. The earlier widespread coloured onroad lanes certainly raised bike use [p7] but may have reached the limit of who they attract: few children, for example.

### CITY CENTRE CYCLING FUTURE

*What must happen to maintain Edinburgh's success?*

- ♦ The **City Centre Transformation project**: this must create a truly people-friendly place, easily accessible by public transport and where cycling/walking flourish. This top opportunity must not be filed away through lack of political courage, like the Council's 2010 Gehl report. Our summer public meeting is therefore on this topic, and we have a centre page Transformation feature inside.

### June 13: Spokes Summer public meeting – see p2 CITY CENTRE TRANSFORMATION

- ♦ **An extensive bike-share scheme**: due to launch this summer – see below and centre pages. Success is vital!
  - ♦ **Main road segregated routes**: including the West-East and South-North (Meadows-George St) projects.
  - ♦ **Willingness to reduce motor traffic**: no more projects constrained by the 'need' to maintain high levels of city centre traffic, like Picardy and the Tram consultation.
  - ♦ **Acting on the lengthy cycle project delays**: notably onstreet secure bike storage, and Meadows to Canal. We are told that planning has now restarted on both, with new project coordinators replacing those who had left.
  - ♦ **Tram Extension**: the plans must be drastically revised – the initial concept is truly dreadful for active travel [p6].
  - ♦ **Pop-up projects**: Most of the above projects can't be built before 2019, but the Council should show intent now with one-off local-area or wider schemes like Paris's traffic-free days or Bogota's Sunday Ciclovias [google it].
- Without bold actions, Edinburgh could lose its place as Scotland's top bike-friendly City and Council. Already Glasgow and Inverness are snapping at its heels. If you agree, ask your Councillors for action!**

### Edinburgh Bike Share!!



Just as Transport Convener **Lesley Macinnes** and TfE CEO **George Lowder** were checking out the bikes at the City Chambers, Spokes members **Cllrs Gordon Munro** and **Claire Miller** turned up and couldn't resist having a go too!

©2018TheEdinburghReporter

First proposed by **Cllr Whyte** in 2005, Edinburgh bike hire begins this summer, with all-party support. After the many delays, putting *Transport for Edinburgh* in charge was a wise decision - entrepreneurial/marketing skills were needed rather than the Cycle Team's infrastructure skills. **See centre supplement for more details.**

**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!**

# SPOKES 2018 COMPETITION

## 'My Cycling Transformation'

With Edinburgh City Council planning a city centre 'transformation' 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, joining Edinburgh Belles or All Ability Cycling - the possibilities are endless!

The main 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!

**Top entries will win one of the brilliant prizes below.** First prize-winner chooses first and so on.

- ♦ **ScotRail:** Return between any 2 Scottish stns, 2 adults + 4 kids
- ♦ **Grease Monkey:** 'Norm' service worth £59.99 [2 prizes]
- ♦ **Edinburgh Bicycle Coop:** £50(?) voucher
- ♦ **Sustrans:** Choice of 5 Sustrans Pocket Maps
- ♦ **Harts Cyclery:** 1 week e-bike hire. **Filmhouse:** Tickets for 2
- ♦ **Laidback Bikes:** Recumbent tour for one or two people
- ♦ **Camera Obscura & World of Illusions:** Family day ticket [2]
- ♦ **Ed Festival of Cycling:** Day hire of Urban Arrow cargo-bike
- ♦ **Kalpna:** Indian Vegetarian Restaurant, £20 voucher
- ♦ **Boardwalk Cramond Foreshore cafe:** £25 voucher

**Important:** Spokes may use your entry in our Bulletin, website, or other ways. By entering, you agree to this.

**Closing date 2 Sept.** **Download an entry form/rules at.** [www.spokes.org.uk](http://www.spokes.org.uk) : downloads : odds&ends : competitions.

## SUMMER EVENTS

**June 7-24: EDFOC.ORG.UK**

Spokes is again a 'Gold Supporter' of the great **Edinburgh Festival of Cycling** – and we're also putting on **four events** as in the poster here ➡

[Poster pdf in Events column at [spokes.org.uk](http://spokes.org.uk)]

**June 13: BIKE BREAKFAST - See poster**

Also just added – Bike Coop voucher prize draw

**June 13: PUBLIC MTG, City Centre Transformation**

Edinburgh and Glasgow both have projects to improve city centre conditions for walking, cycling and public transport. How radical will and should they be? Do councils have the courage to cut city centre car use? Come along to hear the project leaders and give your views. Go to [spokes.org.uk](http://spokes.org.uk) [blog 5.5.18] for full details.

### OTHER SUMMER EVENTS

**We hope for stalls at these events. Help needed!!**

June 2-3 **MeadowsFestival.co.uk** 10am-6pm

June 16 **Pop-up Events in George Street parking bays** 11am-2pm Details: [ehanna@foe.scot](mailto:ehanna@foe.scot)

Aug 12 **Liberton/G'ton Walking/Cycling Festival** 11am-4pm. Tom.I.Scott @ed.edin.sch.uk 664.3793

Sep 2 **Inverleith Walking/Cycling Festival**, 1.30-4, Sep 16 Elaine.Lennon @edinburgh.gov.uk

Sep 23 **Drumrae Walking/Cycling Festival** Steven.Kipanda @edinburgh.gov.uk 529.5050

Sep 22, Oct 13 **Farmers Market** Castle Terrace, morning. [edinburghfarmersmarket.co.uk](http://edinburghfarmersmarket.co.uk)

**OTHER EVENTS** [spokes.org.uk](http://spokes.org.uk), Events column

Wednesday 13 June

### Transforming Our City Centres – public meeting

**TIMES** 19:30-21:30 (doors open 6.45)

**VENUE** Augustine United Church, George IV Bridge, EH1 1EL

- Daisy Narayanan, Leader of Central Edinburgh Transformation Project
- Prof David Begg, Leader of Glasgow Connectivity Commission
- Cllr Adam McVey, Leader of City of Edinburgh Council

#SpokesMtg



Tuesday 12 June

### Spokes Cycling Velorution Tour

**TIMES** 18:15-20:00

**VENUE** Meet top of Middle Meadow Walk

- Guided tour of local infrastructure evolution
  - Past, present, possible future
  - Slow & fairly central
- Numbers limited; advance booking essential. Email: [bycycling@gmail.com](mailto:bycycling@gmail.com)



#SpokesInfra

Wednesday 13 June

### Spokes Bike Breakfast 2018

**TIMES** 07:45-09:00

**VENUE** Edinburgh City Chambers, High Street, EH1 1YJ

#SpokesBB

- Free breakfast
- Free Spokes map for first 20 arrivals after 7.45
- Bike Security marking, Police Scotland
- Chain clean & lube, Edinburgh Bicycle
- Councillor & MSP speeches, 8.30-ish
- Wide range of stalls and attractions



Monday 18 June

### From zero to 200 miles of cycle route: 40 years of cycle campaigning – seminar

**TIMES** 19:00-21:00

**VENUE** Augustine United Church, George IV Bridge, EH1 1EL

#Spokes40

- From eccentricity to everyday transport
- Work trips from 1% to 2% to 4% to 8% to ?
- Talk/exhibition/video/discussion



book online at [edfoc.org.uk](http://edfoc.org.uk)

## LEISURE BIKE 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](http://www.snowcycle.co.uk) [stuart@snowcycle.co.uk](mailto:stuart@snowcycle.co.uk) 445.7073.

**Other Edinburgh rides** - [www.cycling-edinburgh.org.uk](http://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 MEMBERSHIP RENEWAL

Please renew for 2018 if not yet done. If you can't remember if you've renewed, please don't ask – you'll get a final autumn reminder, and you won't miss anything.

☺ **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.**



## POP 2018 INCLUSIVE

This year's PoP was as huge as ever - and also illustrated beautifully how cycling can be for almost everyone – young or old, rich or poor, and whatever your particular disability (few people don't have some problem!)



**Cycling Without Age** is an international movement to help elderly people with limited mobility get back on their bikes. CWA now has local groups in Musselburgh, Peebles & Falkirk and is always on the lookout for volunteer pilots and fund-raisers. Find out more and contact them at [cyclingwithoutage.scot](http://cyclingwithoutage.scot).



*The wrong end of the age spectrum commandeered a CWA TriShaw!*

**Bikes for Refugees** mends redundant and donated bikes, and supplies them to refugees. Their PoP speaker told us that the bikes are only partly for leisure but also to help make a semi-normal everyday life more possible. Asylum seekers often live in peripheral housing schemes on just £5 a day, barred from working, unable to afford bus fares. Walking to relevant offices and services may literally take hours, so a bike can be a real godsend.

More details: [bikesforrefugees.scot](http://bikesforrefugees.scot)



At the Scottish Parliament site, the feeling and purpose of PoP was beautifully summed up by 8-year-old speaker Charlotte Brennan, *"I really love cycling, but it feels like the roads are only for people who drive. It is time for change!"*

[photos: @Bikes4Refugees, @CWAPeebles, flickr: SandyBeachCat]

More info: [pedalonparliament.org](http://pedalonparliament.org)

## CARGO & E-BIKES

Interest in cargo-bikes and e-bikes for local travel and local delivery is growing rapidly in Edinburgh!

### HEARTY SQUIRREL

A long-established voluntary food coop at Edinburgh University, Hearty Squirrel provides local organic and Fairtrade food to students and staff, with regular stalls at main campuses and some outside events. HS has raised £500 towards the cost of a cargo bike and Spokes is to donate a further £500.

[heartysquirrel.edinburgh.weebly.com](http://heartysquirrel.edinburgh.weebly.com)



### SPOKES CARGOBIKE SUPPORT

Spokes is keen to support the growing awareness of cargo bikes for local transport in Edinburgh/Lothian - it's great to see some appearing on our streets. Thanks to kind donations from our many members, Spokes will consider top-up grants for community groups wanting to buy a cargo bike which will serve a clear need and be well used. If interested, contact Spokes for details.

### EDINBURGH & E-MOBILITY

Thanks largely to our e-mobility campaign [Spokes 129] **Edinburgh Council's Transport Committee** [7.12.17] agreed that its EV Action Plan, which currently is mainly about EV-charging infrastructure, would be widened by the end of 2018 into **"a fully integrated e-mobility action plan prioritising a modal shift from car to other modes, consistent with the targets in the Local Transport Strategy."** The LTS has tough targets for car use reduction as well as for rising bike/bus/walk.

This is a big advance on the efforts of government and other councils, which aim to get people and businesses to swap from fossil vehicles (FVs) to EVs rather than using the opportunity to promote modal shift concurrently.

The Council will also develop a **cargo bike pilot** for appropriate Council deliveries, and consider changing its **Planning Guidance** to include requirements relating to cargo bikes/ e-bikes. Also, at our **March tram extension** public meeting, project director Rob Leech said he was looking at cargo-bike use during these works.

### GOe-Bike

A project by **SEStran.gov.uk** [Regional Transport Partnership] and **BikePlus.org.uk** to loan and trial e-bikes/e-cargobikes with organisations, employers, etc including Sky, Forth Royal Hospital, West Lothian Bike Library and St Andrews Uni.

SEStran seeks a transport system which serves business, promotes public health and respects the environment.

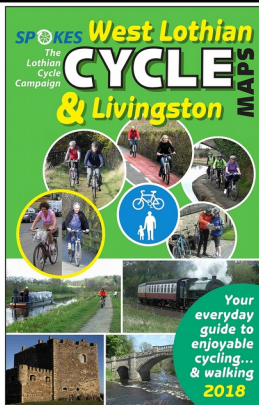


*E-cargobike to move tools and goods for Buckhaven community group CLEAR*



## West Lothian & Livingston Map new edition, July

- ◆ **Edinburgh; East Lothian; West Lothian/Livingston** on water-resistant, tear-resistant paper. £6.95 in shops.
- ◆ **Midlothian** £5.95 in shops
- ◆ **Special price** for orders *posted* to us: Ed,EL,WL £5 each; ML £4; **Plus** £1 p&p *per order*. Cheques to 'Spokes.'
- ◆ **Free with orders by post:** one copy *per order* (not per map) of *Favourite Cycle Rides* or *Favourite Cycling Recipes*. Please say which, or none will be sent.
- ◆ **Users say...** *a joy to use, wonderful, superb, among the finest, We have one on our office wall – it's often used.*
- ◆ **More details** at [spokes.org.uk/spokes-maps](http://spokes.org.uk/spokes-maps)



The printed version of this bulletin includes the two supplements below. They are also online at [spokes.org.uk/bulletin](http://spokes.org.uk/bulletin)

**EDINBURGH TRANSFORMATION**  
supplied by *City of Edinburgh*  
**EDINBURGH BIKE SHARE**  
supplied by *Transport for Edinburgh*



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E: [laid-back@blueyonder.co.uk](mailto:laid-back@blueyonder.co.uk) M: 07981 430159 [www.laid-back-bikes.scot](http://www.laid-back-bikes.scot)



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](http://www.scotrail.co.uk) or contact us on 0344 811 0141.

ScotRail is operated by **abellio**

## BRUNTSFIELD | CANONMILLS





## RURAL FOOTWAYS

Rural 'A' roads (which can be trunk or council roads) are the most dangerous roads for death per km cycled [Spokes 117, p5]. Many also have near-deserted footways which could improve cyclist safety significantly, at least pending cash for proper inter-urban routes.

Sadly, rural footways are often overgrown [Spokes 130], sometimes by over 50% of the width, unpleasant to walk on and impossible to cycle: e.g. A702, A71, A199, A68. They are not a priority for cash-strapped councils.

Spokes member **Peter Hawkins** has been out with his shovel, in a personal capacity, sometimes with friends, clearing footways - notably the A71. Recently *Bike-Mad Grandad* hit the Daily Record headlines!



Peter noted the following: *photo: Daily Record*

- ◆ During 3 weeks of A71 work, only 2 walkers passed!
- ◆ Cyclists on the road were usually followed by a long traffic queue - bad for cyclist nerves and driver patience
- ◆ The footway is virtually a wasted 10% of road width
- ◆ The undergrowth and soil on the footway disguised possibly serious subsidence in a couple of stretches
- ◆ Parts of the road itself are deteriorating badly, probably due to the 40-ton 50-mph HGVs, which could possibly be banned here, given the parallel mototrway
- ◆ For many trips there are no suitable alternative routes. Long Dalmahoy Road is narrow and a rush-hour high speed rat run, whilst the canal is a long detour – and has far higher pedestrian use than the A71 footway!

### What users say

*"The A71 from Wilkieston to Herimiston is ... a very busy and narrow road (and by extrapolation dangerous). I would like to use the footway."* [Heriot-Watt lecturer]

*"I hesitate to use the A71 because I slow up traffic ... (especially) if rush hour"* ["Confident young female cyclist, sometimes with toddler on the back"]

### What can be done?

- ◆ Peter has contacted Edinburgh Council who will now undertake footway maintenance here this summer - but periodic sweeping and pruning is needed.
- ◆ An official shared-use footway would need widening - costly and not a priority for limited funds. However, Edinburgh Council could follow Midlothian's plan to designate such remote footways as 'core paths,' thereby making cycling legal until proper facilities are funded.

## MIDLOTHIAN MAIN ROADS

Midlothian is to permit cycling on some of its own rural road footways [parts of **A7, A703, A6124**] by designating them as core paths. However the trunk roads [**A68, A702**] are a government responsibility. One local person told us, *"The A702 is the most hostile road I've ever cycled on and would absolutely benefit."*

## WHAT YOU CAN DO

If you are affected by dangerous rural roads contact your councillors (for local roads) or MSPs (trunk roads). Find them at [writetothem.com](http://writetothem.com) – and tell us the response.

## REFERENCE & RESEARCH

### Cycling: What works?

A really valuable Scottish Parliament research paper [see p1 & p7]. Find it by googling *Cycling SB 18-31*.

### Edinburgh Street Design Guidance

The Council is writing detailed factsheets on many Street Design topics including *Cycle lanes, Centre lines, Crossings, Street as a Place, Tactile paving* etc. To find them, google *Edinburgh Street Design Guidance*.

### Physical Activity Lengthens Life

Most studies ask people about their physical activity, but this study (which was only of elderly men) measured activity objectively, by an accelerometer worn for 7 days. A 5-year follow-up found that longevity correlated well with *total time spent actively*, even if not vigorous, and whether or not continuous or in bursts. For a summary, go to [globalpanet.com](http://globalpanet.com) : knowledge : age : older : 864.

### Lifelong regular cycling keeps the body young

125 men and women over 55 who had cycled actively most of their life, and still cycled considerable distances, were compared with a group of people of similar age who were healthy but did not exercise regularly, and with a similar group of 20-35 year olds. The immune system, cholesterol levels, body fat, muscle mass and (for males) testosterone of the regular cyclists were all comparable with those of the young group. To find the report, google *A lifetime of regular exercise slows down ageing*.

### UK Transport Ministers challenged on Alex

Inspired by the 'Alex' cartoon, physical activity experts from Edinburgh, plus a Spokes campaigner, had an editorial published in the *British Journal of Sports Medicine* outlining the trends which result in children being driven to school instead of travelling actively as in the past. The researchers have also written to all four UK transport ministers, reiterating the long-standing demand of the *Association of Directors of Public Health* for 10% of transport budgets to be allocated to active travel. The letter is at... [spokes.org.uk](http://spokes.org.uk) : documents : technical : local.



### Cyclist exposure to hand/arm vibration

Napier University's **Dr Mark Taylor** used an instrumented bike to assess the effect of setts and other road surfaces on hand-arm vibration. Setts were found to be a severe problem, with some cyclists even exceeding European Standard safety levels set for worker vibration exposure. See [spokes.org.uk](http://spokes.org.uk) : documents : technical : local.

### Motoring black boxes

A million UK cars now have a 'telematics' box, which gives big insurance savings for good driving. Google *Guardian Motoring Myths* for a report - it also shows that

- ◆ 17-year-olds are safer drivers than 18s or 19s
- ◆ Women are better drivers than men
- ◆ Speed and country roads are top risks for young drivers
- ◆ The telematics system is effective in cutting speeding.

# EDINBURGH DEVELOPMENTS

## TRAMLINE EXTENSION

*Spokes supports the principle of tram extension, BUT...*

Consultation plans for the extension to Newhaven and Leith were if anything even worse than we had feared [Spokes 130] as far as cycling and pedestrian conditions are concerned. We were extremely disappointed that the plans used exactly the same approach as the first tramline – design a tramline, then try to fit walking, cycling and bus around it, rather than starting out with a holistic design that benefits all forms of sustainable travel and local shopping areas, and which cuts car dominance.

For cycling in Leith Walk the plan isn't just unpleasant and inconvenient but quite clearly **dangerous** at the north end [spokes.org.uk 11.4.18]. It is unbelievable that plans such as this should have been put out for consultation given the first tramline's shocking cyclist injury record – over 250 people presenting at hospital A&E and around 150 people involved in legal action against the Council.

With pedestrian conditions also severely impacted, the Council was taken aback by the breadth and depth of concern, with powerful submissions from the Cockburn Association, Living Streets, Sustrans and many others. Green councillors, and even one or two from the ruling SNP/Labour coalition, have said that although they want the extension they cannot support the plans as they stand.

Our own 25-page submission covers a huge range of issues along the route – we raise many points that a holistic design would have considered from the start. It should not be up to a voluntary body to have to do this!

We can only hope that the Council has got the message – and indeed Council Leader **Adam McVey** has tweeted...



Cllr Adam McVey  
@adamrmcvey

Following

Productive meeting of Tram oversight group. Very clear from officers & politicians that designs will change & be developed into options directly based on feedback from consultation. Thanks to everyone who raised

## TOP CONCERNS

- ♦ The Leith Walk problems stem from the Council's wish to **expand the two traffic lanes to four**, thus squeezing pedestrian and cycling provision intolerably. Meanwhile **Glasgow** is *cutting* Sauchiehall Street lanes from 4 to 2!!
- ♦ Road width is wasted by a **central strip** of 'pedestrian deterrent' paving between the tramlines. In the first tramline Spokes was a lone voice against Princes Street's wasted central strip (which we *suspect* was primarily for visual reasons) but now the point is being widely made.
- ♦ **Beyond Leith Walk**, cycling provision is also poor.
- ♦ During **1½ years of construction**, Leith Walk will be closed to all traffic northbound (including bikes) with one southbound all-traffic lane. There are no adequate cycling alternatives: a temporary 2-way cycle lane **must** be provided ... *as was done during the Leith Street works*.

## WHAT HAPPENS NOW?

- ♦ Revised plans will be consulted on in late summer.
- ♦ In late 2018 the Council will decide whether to go ahead, given the financial and consultation outcomes.



*Historic Amstelveenseweg in Amsterdam shows how the Leith Walk width could be used – providing for walk, bike, tram, bus, loading and greenery – though we also suggest a bus-only gate at the Foot of the Walk, possibly peak-period only*

## NON-TRAMLINE SNIPPETS!

**LEITH STREET** We have not withdrawn our objection to the Redetermination Order for several reasons, notably the absence of cycle provision between Calton Road and the top of Leith St [spokes.org.uk 30.11.17]. Our and other objections now get referred to the Scottish Government. Meanwhile new pollution data shows Leith St having the **highest NO2 levels in the whole city**, with North Bridge not far behind – clear further evidence for car restrictions and for proper cycling provision right up Leith Street.

**PICARDY PLACE** We remain very unhappy at the traffic-dominated gyratory concept – but the consultation did at least bring big improvements in cycling provision. These new routes should be complete this summer.

**20MPH** Nearly one-third fewer people were seriously injured on Edinburgh roads in autumn 2017 compared to

autumn 2016. **Police Chief Supt Richard Thomas** says 20mph “may well have played a part” and is “*having a calming effect on driver behaviour*.” The Council is now assessing which 40mph limits should be reduced to 30.

**PARKING ACTION PLAN** Legal processes grind slowly, but Sunday parking control Orders will at last be advertised this summer, and should be in place next Spring. Whilst welcoming the plan, we are disappointed that it looks likely to apply 12.30-18.30 only.

**WINTER GRITTING** Compared to other UK cities, Edinburgh has an enviable record for including main cyclist routes in 'Priority 1 gritting.' Now a new Priority 2 status is being created covering additional routes (onroad and offroad) to ensure a 'city-wide' gritted cycle network.

**SOURCES** – much of the above information comes from papers to the Transport & Environment Committee. You can find them at [edinburgh.gov.uk](http://edinburgh.gov.uk) – Council minutes & reports.



# CYCLING: what works?

## SPICe report [continued from p1]

The SPICe report analyses international evidence on boosting bike use and studies Edinburgh as an example.

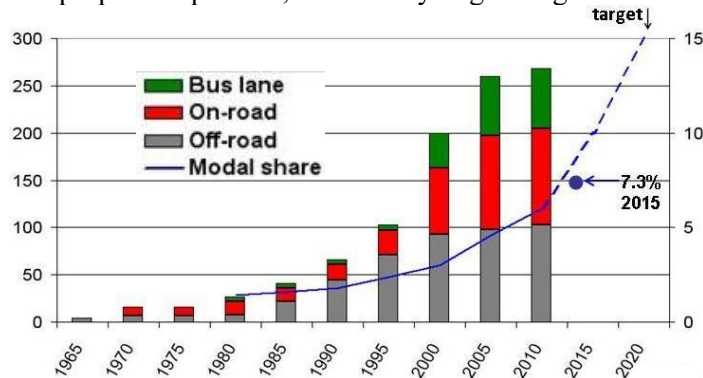
### INTERNATIONAL EVIDENCE: what works?

- ◆ Long-term political and officer leadership
- ◆ Cycling seen as a legitimate transport mode, receiving commensurate infrastructure and policy priorities
- ◆ Comprehensive cycle networks for everyday journeys
- ◆ Cycle routes direct, obstacle free and well designed
- ◆ Willingness to reallocate road and parking space
- ◆ Policies to discourage driving in central areas
- ◆ Policy geared to modal shift from car rather than from public transport; cycling integrated with public transport
- ◆ Compact mixed-use development, so most trips are local
- ◆ Cycle promotion accompanying infrastructure provision - ongoing, consistent, and targeting all sections of society.

### EDINBURGH CASE STUDY: what worked?

The **case study** finds that the Council's success in raising bike use, when it was static across Scotland, was due to...

- ◆ A growing **pro-cycling culture** with consistent long-term support and commitment by key politicians, key council officers, and constructive engagement with Spokes and a growing wider cycling community. *We add* that this developed over decades. Such consistency helps hugely in enabling a flourishing culture, able to survive setbacks.
- ◆ A **pro-cycling policy framework** with objectives, targets and actions in the Active Travel Action Plan, ATAP, and investment now at 10% of transport spending. *We add* that the policy framework is wider than cycling alone, with tough Transport Policy targets to cut car use.
- ◆ Delivering **cycle infrastructure**, an essential outcome and purpose of policies, and the key to growing bike use.



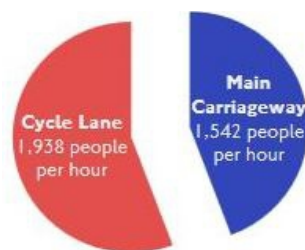
**Cycle use v. Infrastructure**  
 Left axis: Total cycle facility length (km)  
 Right axis: Journey to work, % cycle modal share

The above graph from the report strongly suggests that bike-use growth began due to the extensive disused rail and park routes (such as Meadows cycleway), then the widespread onroad coloured facilities seen every day by every motorist, walker or bus user. As these phases of provision brought growing cycle use, so also they boosted councillor confidence to take bolder steps. As the report shows, main road segregated facilities are the way to substantial further growth - and now we are at a stage where restricting car space to enable such provision is at last becoming politically feasible.

## London: what works?

A recent Transport for London survey found that...

- ◆ In the 8-9am peak, 1,938 people used Blackfriars Bridge cycle route citybound, whilst the car/bus/taxi traffic lanes only moved 1,542 people. Bike traffic was thus **5 times more**



**space-efficient** than the car/bus mix in the traffic lanes.

- ◆ The East-West & North-South superhighway corridors moved 5% more people per hour (counting people in cars, buses, taxis, bikes) than before the cycle lanes, despite removal of traffic space to create the cycle route.

*The report concludes: "We can keep traffic moving by reducing car use and shifting to sustainable modes."*

[mginternet.hackney.gov.uk/documents/s59496/TfLsubmission](http://mginternet.hackney.gov.uk/documents/s59496/TfLsubmission)

## Offices: what works?

City Centre developers are moving on from the St James dinosaur-age of car parking provision, and proudly covering all aspects of sustainability including the usual Cinderella, **transport!** Bike provision often now features highly in office marketing.

<b>2.1 Car Parking</b>
• 8 parking bays (1 de-ma)
• 4 electric car charging p
<b>2.2 Bicycle Spaces</b>
• 47 bicycle spaces.
• Bicycle repair station.
• Drying room facilities.

### EDINBURGH 2 SEMPLE ST

This Exchange District office plan by **GSS Developments** has won a top 'bike-friendly building' award. It has only 8 car spaces, but 47 for bikes, with a separate bike entrance, bike workshop and clothes drying facilities, as well as the usual showers – most bike commuters don't need them, but handy for those who do.



### GLASGOW

The £25m city centre **Cadworks** development in Cadogan Street is by **FORE Partnership**, who claim high sustainability and 'place-making' credentials. That is certainly true here, with just 5 spaces for cars but 108 for bikes, and a car-free bike entry operated by staff key fob.

Just down the road, and a good second to Cadworks, will be **The Grid** by **M&G**. Admittedly 63 car spaces, but 320 for bikes - and a dedicated bike entrance.

## Footway parking: what works?

Here's a great way to stop cars parking on footways – and with a side-benefit for shopping by bike-trailer!!



Station Road, Corstorphine photo: Hanry Whaley

Some Councils use this approach as deliberate policy. For example, Wandsworth in London tweeted a picture and.. *"We've installed some very useful street furniture as part of our ongoing efforts to prevent large delivery lorries parking on the pavement. #TwoBirdsOneStone."*

## GOVERNMENT BIKE CASH

Last autumn the Scottish Government announced a **doubling of cycle/walk investment** from £40m in recent years to £80m for each of the next 5 years. An early surprise result was cash for Edinburgh's big **Meadows-George St** and **West Edinburgh** projects [Spokes 129].

Of the 2018/19 £80m, £36m goes to Sustrans's **CL** scheme and £9m to **CL+** [See *Community Links* at [sustrans.org.uk/scotland](http://sustrans.org.uk/scotland)]. Councils and others can bid to these funds for infrastructure 50/50 cash. It is not yet clear whether Edinburgh will bid for 2019 given the workload and backlog resulting in part from its unexpected double success last year, on top of the City Centre West-East route.



*From Inverness CL+ project*

The government has not yet said how most of the other £35m will be used, though some will continue to go to councils, via **Paths for All**, to promote modal shift from car. In our view **infrastructure** needs a high proportion, to give the best hope of a modal shift which persists.

Whilst the doubled cash is hugely welcome, £80m is just 3.5% of the annual transport budget, way below the 10% first proposed years ago by the *Assn of Directors of Public Health*, now supported by many organisations, and actually implemented by Edinburgh City Council.

## CLIMATE PLAN DISAPPOINTS

Under the 2009 Climate Change (Scotland) Act the government must publish periodic reports which assess progress and outline next steps. The latest Plan [Feb 2018] is a big disappointment on transport – relying largely on techno-fixes (welcome in themselves) such as EVs and low carbon ferries. The contradiction of parallel policies to expand road capacity was not recognised or tackled – and latest stats show Scottish car use continuing to rise.

A Parliamentary Committee which scrutinised the draft plan had recommended a focus on traffic reduction and modal shift to walk, cycle and public transport – but the government largely ignored this in the final Plan.

## HOW TO CONTACT POLITICIANS

1. **Simplest** - find them **all** at [www.writetothem.com](http://www.writetothem.com). **Or...**
  2. **MSPs** – you have one constituency MSP and several Regional MSPs. Find them at [scottish.parliament.uk/msps](http://scottish.parliament.uk/msps)
  3. **Councillors** web+phone below **Who runs the council?**
- |  |               |                    |
|--|---------------|--------------------|
| <a href="http://edinburgh.gov.uk">edinburgh.gov.uk</a>     | 0131.529.3186 | SNP/Lab (minority) |
| <a href="http://eastlothian.gov.uk">eastlothian.gov.uk</a> | 01620.827827  | Lab (minority)     |
| <a href="http://midlothian.gov.uk">midlothian.gov.uk</a>   | 0131.270.7500 | Lab (minority)     |
| <a href="http://westlothian.gov.uk">westlothian.gov.uk</a> | 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.

To take up issues on this page, contact your MSPs

## ROADS CASH MIS-SPENT

An opinion survey commissioned by **Transform Scotland** suggests that **84% of Scotland's population want more cash spent on road maintenance rather than new roads**.

Yet while Council funds are continually squeezed, with roads cash down 20% in real terms between 2010 and 2016, the Scottish Government's budget for new trunk roads has been increased by 66%. Some £2bn+ is needed to fix all Scotland's deteriorating local roads, yet the government has £9bn trunk road expansion plans.



*photo from North Edinburgh News, Dave Pickering*

Not only does trunk road expansion cost, but it brings more traffic, adding to congestion in towns at journey end and, worse, more heavy lorries to smash up local roads. The A9 and A96 are being dualled at great expense even in stretches with relatively light traffic, whilst adjacent railways remain single-track; incentivising passengers and goods to move from rail to road.

Nor are A9 safety arguments still convincing, with the huge success of **average speed cameras**, cutting A9 fatalities by 40% [Transport Scotland 19.4.18].

Much of the information on this page is sourced from [transformscotland.org.uk](http://transformscotland.org.uk), 9.5.18 blog and 28.2.18 news.

## SPOKES BULLETIN INFORMATION

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## USEFUL CONTACTS

**Suggest bike parking sites:** [activetravel@edinburgh.gov.uk](mailto:activetravel@edinburgh.gov.uk)  
**Adult cycle training:** 668.1996 [info@thebikestation.org.uk](mailto:info@thebikestation.org.uk)  
**Bikes on rail, bus and ferry:** [www.travelinescotland.com](http://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](http://www.edinburgh.gov.uk/clarence). Or [www.fillthathole.org.uk](http://www.fillthathole.org.uk).  
**Bad glass/dumping [Ed only]** Rapid Response 0808 100 3366  
**Taxi issues:** [licensing@edinburgh.gov.uk](mailto:licensing@edinburgh.gov.uk) [try taxi firm first]  
**Lothian Buses:** [mail@lothianbuses.com](mailto:mail@lothianbuses.com) 554 4494.  
**Dangerous drivers, mobile use, drink-driving, speeding, other road crime:** see [www.spokes.org.uk](http://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](http://www.spokes.org.uk)