

# Summer Events

**SPOKES** has a full summer programme of Sunday and Weekend rides. We show the way, help mend mechanical malfunctions, wait for the less-speedy, and help all to have a wonderful time! Please ensure your bike is in good order. Cycle carefully and considerately - you are entirely responsible for your own safety. Children under 14, or not used to roads, may only come with an adult.

## SPOKES SUNDAY RIDES

Meet 10am, Usher Hall, Lothian Road. Normally 1st Sunday each month. Rides 30 miles or so. Lunch at pub/cafe, or bring picnic. Light showers won't put us off, but persistent bad weather may mean cancellation. Mark 229.7190.

Dates: **May 2, Jun 6, Jul 4, Aug 1** [Linlithgow picnic at Dave/Susan duFeu. Free tea/coffee, bring own food], **Sep 5**.

## SPOKES CYCLING WEEKENDS

[Uses BikeBus - 0131.229.6274 or freespace.virgin.net/bike.bus/] Not fast, but you must be used to cycling, and fit for 50ish miles a day (with rest-stops, tea-breaks, etc!). Your bike must be in good working order - service it before if necessary. Phone the organiser well in advance to book.

**May 1-3 Mull Harry** 229.6274  
**May 15-16 Stirling Shane** 447.2680  
**May 15-22 Island Hop Holiday Harry** 229.6274  
**June 12-13 Hadrian's Wall Stuart** 01968.676797  
**July 17-18 Holy Island Richard** 667.3983  
**Jul 31-Aug 1 Mountain Bike w'end Bill** 229.6274  
**Aug 7-15 Island Hop Holiday Harry** 229.6274  
**Aug 21-22 Arran Andrew** 01968.676508  
**Sep 4-5 Crieff Sheelagh** 556.2840  
**Sep 18-20 Strathpeffer Dave** 229.4422  
**Oct 2-3 Borders Sally** 229.3101  
**Oct 16-17 Glen Doll Shane** 447.2680

## MORE FOR YOUR DIARY

\* means ride or event is sponsored for organisation shown  
**May 6 PARLIAMENT & COUNCIL ELECTIONS**

\***May 9 Active for SAMH Edinburgh ride** 467.7905

**May 26 SLOW SPEEDS CONFERENCE** Linlithgow. [Spokes 71 p3 article, but note date change from Mar 3]. Details: 467.7714 or slowdown@transformsotland.org.uk.

\***May 30 FOE Bike to the Future - Edinburgh FOE Scotland ride.** 0131.554.9977 Alison Taylor.

**Jun 5 Falkirk District Transport Futures FOE day forum.** Details: David Robertson, Forth Valley FOE 01324.558510.

\***June 6 WWF ride - Stirling.** 01887.820449.

**June 5-13 Green Transport Week, and**

**June 8 National Carfree Day** Details: Environmental Transport Assn, 0181.946.0912 or www.eta.co.uk

**June 12-20 National Bike Week** 01483.417217.

**June 12 start of Jubilee 2000 Edinburgh-Cologne ride** to call for 3rd World debt cancellation. 313.3647 Andrew.

**June 13 Airdrie/Bathgate fun ride** on Sustrans railway-path sculpture trail, and see work of CSCT, Central Scotland Countryside Trust. 0131.623.7600 Sustrans.

\***June 13 FOE Bike to the Future - Glasgow - as May 30.**

**June 16 [provisional] SPOKES BIKE BREAKFAST** - free breakfast for you and oil for your bike! City Chambers 8-10am. Rosemary 553.5819.

\***June 19 Lepra ST. ANDREWS ride** 01968.682369.

**Jun 20 Edinburgh CYCLEFEST** organised by Sustrans & Spokes. Family rides from round the city on Sustrans routes [provisional] to Victoria Park for live music (renewable energy PA!), best-dressed bike, bike doctor, cycle skills, stalls, etc. To help, phone Mark J 334.2653 or 623.7600.

\***June 20 FOE Bike to the Future - Inverness - as May 30.**

\***Aug 15 WWF ride - Aberdeen.** 01887.820449.

\***Sep 26 Active for SAMH Glasgow ride** 467.7905

# SPOKES 72

Election Special May 99

SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114  
<http://www.btinternet.com/~spokes/> [This is a mail address and answerphone - SPOKES is a voluntary organisation with no staff]

## 'THE PARLIAMENT WAY'

Consultants Oscar Faber, appointed by the Scottish Office and Edinburgh Council, have proposed a major pedestrian/cycle route, *The Parliament Way*, from Waverley Station to the Holyrood Parliament. The Way would be 6m wide and covered from Waverley to Tolbooth Wynd, where it would join the Canongate.

Other recommendations to minimise car access to the Parliament include an extension of the CERT busway, and the *Parliament City Hopper*, a bus link to Waverley, Haymarket, and the Exchange near Lothian Road.

Access to the Parliament is highly symbolic for future planning and transport policies, and it is disappointing that a car space will be provided for each MSP (though spaces are reduced 25% from the original plans). There is little doubt that the many letters to the Scottish Office and newspapers on this helped ministers see the great public concern over sustainable access. So congratulate yourself if you wrote - the Oscar Faber report is one result!

In future, Waverley redevelopment could link *The Parliament Way* to Princes Street [Spokes 71]. The Way could also provide the long-awaited link, shown in Edinburgh Central Local Plan, from the existing east Edinburgh Innocent cyclistoute to Waverley (and in future Princes St).

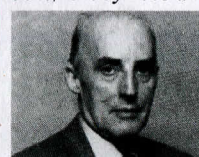
**But the Way is just a recommendation, with two big question marks.** First, Edinburgh Council does not have the £1/2m to build it. It should be part of the Parliament project, with government funds. Second, it goes through former New St Bus Garage, where a 760-space car park and other developments are already proposed [planning application 0485]. Fortunately Spokes had already objected to this application, which also totally neglects cycle access and parking [spokesworker22.2.99]. Building the Parliament Way through the site would help meet these objections.

**We urge readers to support the Parliament Way. Ask the government to fund it as part of the overall Parliament project, and to ensure that New Street plans are only approved if modified to include it.** Write now to: **Donald Dewar MP, Scottish Secretary, Victoria Quay EH6 6QQ.** Copy your letter to: **Cllr Bob Cairns, Planning Convener, Edinburgh Council, High St, EH1**, with a note asking if he will support you. Also raise the issue with your local Scottish Parliament candidates.

## PUBLIC HEALTH VICTORY

"Moderate physical activity in the form of everyday activities such as walking and cycling makes a vital contribution to positive health and active ageing", according to the new Public Health White Paper *Towards a Healthier Scotland* [ISBN 0.10.142692.5, £6 from the Stationery Office]. It then calls on all relevant departments/agencies to co-operate, and promises a Task Force, with new resources, to set up a National Physical Activity Strategy for Scotland.

**The White Paper also sets an astonishingly ambitious target, to increase the proportion of adults taking 30+ minutes of moderate activity at least 5 times weekly from 1995 figures of 32% of men and 22% of women to 50%/40% by 2005 and 60%/50% by 2010.**



Just think of the lifestyle changes to achieve this target! We cannot see how it can be done without huge increases in walking and cycling for everyday purposes.

These commitments mark a big Spokes achievement. The White Paper is the outcome of a 1998 'Green Paper' consultation. The Green Paper's section on how to increase physical activity had 5 1/2 paragraphs on sport, with walking/cycling for everyday journeys appearing only at the end of the 6th and final paragraph! [Spokes 68,70].

Spokes, and many individual members, wrote about this lack of understanding. **Spokes also asked all Scottish Directors of Public Health, of Transport, and Health Councils, to make similar points in their own response.** We had great support including Lothian and Glasgow Public Health directors Dr Helen Zeally and Dr Harry Burns.

Spokes has now congratulated Health Minister Sam Galbraith and his officials on taking the consultation feedback seriously, and putting everyday walking/cycling on an equal footing with sport (though we see it as even more important), and setting the remarkable target above.

**Please write to your new MSP**, asking them to pass on congratulations to Health Minister Sam Galbraith, on setting such an ambitious target, and asking what steps are planned to achieve the 2005 figure, just over 5 years away. **One urgent step must surely be new funds for walking/cycling schemes, perhaps as an expansion of the new Scottish Office Public Transport Fund** [Spokes 71, p 7].

**STOP PRESS: Cllr David Begg to head new government Integrated Transport Commission - more in next leaflet**



Spokes may nominate ScotRail for the prestigious CycleMark award, on the grounds of their two tremendous moves last year [Spokes 68] in abolishing all bike fees, and greatly improving bike capacity on many services. Please send us your comments on this (good or bad) - preferably letters we can copy and/or quote.

## SUMMER SNIPPETS

\* **Carrying Children on Bikes:** New SPOKES factsheet - send SAE for a FREE copy.

\* **Bike to Work:** FOE Edinburgh is looking for local employers with over 30 staff who might like to participate in a project to encourage bike commuting. Contact: Ronnie Pryor, 30 Mountcastle Terrace EH8 7SF.

\* **Sustrans Summer Workcamp:** Glen Trool, May 22-June 18 (or part). Lynda Duffill 0117.926.8893.

\* **Spokes path-work volunteers:** Tim Smith 554.7264

Post this to: SPOKES, St.Martins Church, 232 Dalry Rd, Edinburgh EH11 2JG.

**I'm interested in joining SPOKES. Please send a membership application form, SPOKESHOP pricelist, and recent SPOKES leaflets.** \*\* Please enclose a stamped addressed envelope (9"x4" if possible) \*\*

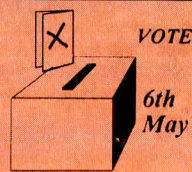
Your name, address, postcode:

Where did you find this leaflet?

## XXX SEE INSIDE

On Thursday 6th May you vote for Scottish Parliament and Council representatives. To help you, SPOKES offered the parties space to put their case on cycling and/or wider transport issues.

Now it's *your* turn. Read what they say - question them at meetings - vote on 6th May. But don't leave it there! **After the election**, write to your new councillor and MSP to ask for action on their promises! For every 1000 people who vote, maybe only 2 or 3 contact their representative later. By doing this once or twice a year, you can have a real impact on transport policy!





# ELECTIONS - 6th MAY 1999

## COUNCIL ELECTIONS

**On 6 May you have 3 votes - one for your councillor, and two for the Scottish Parliament (for your local MSP, and for a party-list). Since Spokes has already held an Election Forum for the Scottish Parliament [Spokes 71], we concentrate on the Council elections in this leaflet.**

Being short of space, we only asked for statements from parties on the two big Lothian councils - West Lothian and Edinburgh. We were pleased to get replies from all but one (W.Lothian Conservatives). The Greens also requested a statement. The statements are printed in the order received.

The content was entirely up to each party, but we suggested they might put cycling policies into a transport or wider policy context, and might cover traffic growth, cycle budgets and staffing, safe routes, and targets.

Each party was offered 180 words, and was told longer statements would be shortened (one was over 400 words!).

### THE STORY SO FAR

In 1996 Lothian Regional Council was abolished by the then Conservative government and replaced by 4 new smaller councils. Spokes was worried [Spokes 52,56,57,58] at possible loss of commitment and expertise on cycling, and conflict between councils. Some fears were borne out.

Expenditure on cycling and safe routes to school has in East and Midlothian been way below even the Scottish average [Spokes 70]; and Midlothian's 'traditional' views on development have led to the massive car-based IKEA project and the proposed A701 dual-carriageway [Spokes 71]. Conflict between councils led to delays in the A89 long-distance West Lothian/Edinburgh route.

On the other hand, Edinburgh has continued to develop the previous forward-looking transport strategy; and West Lothian has shown a real verve for innovative policy, especially Safe Routes to School and Slow Speeds, despite its dispersed and car-oriented geography. Compared to other Scottish councils, Edinburgh and W.Lothian have allocated high staff and cash resources to cycling [Spokes 70].

Although East and Midlothian have spent little on cycling in comparison, it has not been totally neglected, with school Safe Routes work, and innovative main-road cycle schemes.

## LOCAL AND SCOTTISH FUTURES

*Cyclists must continue to pressure their local council for transport strategies which take cycling, walking, environmental and public-health aspects seriously.*

*However a huge priority is also pressure at Scottish government level.* Under Labour the Scottish Office has almost phased out new trunk road building, and has given councils new public transport funds. **But** - there are **no** new funds for walking/cycling [Spokes 71]. Until government gives this *financial* message, only a few pioneering councils will see walking and cycling as serious transport modes. **Yet in England the government is doing this, and very successfully. Nearly all 92 English council transport 'packages' recently funded include cycling and/or Safe Routes to School!** [LTT 1.1.99]. *Lobbying Members of the Scottish Parliament on this matter must be a top priority.*

## WHAT YOU CAN DO ... NOW !!

MPs and councillors tell us that one of the main reasons SPOKES is successful is that many members of the public contact them about cycling - not SPOKES alone. *So make your voice heard during the elections, with canvassers, candidates, to newspapers, and at meetings.*

## ... AND AFTER THE ELECTION !!

This really is important! **Write to or visit your new MSP and councillor. Contact them again at least once a year till the next election.** Ask your own question(s), and/or remind them of relevant promises. Ask them to investigate your points and to write back to you with the results!

To find their name [and constituency or ward], phone the Citizens' Advice Bureau [557.1500 in Edinburgh]. From your street name or postcode, the CAB can identify your MSP and councillor, and probably give you extra info such as surgery times, e-mail, etc.

potholes appearing daily. We know this is a concern for all road users and will reinstate the cuts in road maintenance and furthermore increase the repair budget for this purpose.

The SNP are fully aware of the concerns of all pressure groups and will ensure that all projects regarding safety are addressed on a fair and equitable proportional basis. No one aspect will take precedence, except for safety reasons.

Consultation will be our password.

## Labour, Edinburgh

**Cllr David Begg, Transport Committee Convener**

Edinburgh's *moving FORWARD* transport strategy aims to help create a civilised, safe, inclusive and sustainable city. The strategy seeks to improve alternatives to the car, reduce the need for car travel, restrain traffic and improve safety.

Labour would continue and further develop the strategy. In particular, we would look to including traffic reduction targets in our Local Transport Strategy.

We are already well on track towards our target of increasing cycling's share of Edinburgh commuter journeys

from 1.9% in 1991 to 4% in 2000 and 10% in 2010, and we will continue this strategy. Targets will also be set for travel to school by cycle.

Re-allocation of road space is the focus of measures to encourage walking, cycling and public transport use. This requires integrating provision for cyclists into all traffic management and road schemes. To ensure that this continues Labour is committed to the continued existence of a cycle team of at least two full time posts.

A Labour Edinburgh Council would increase the percentage of its transportation capital budget spent on cycling from 3% to at least 5%.

## Liberal Democrat, Edinburgh

**Cllr Margaret Smith, Transport Spokesperson**

I'd like to congratulate SPOKES for the excellent job you do in keeping cycling on the political agenda in Lothian.

We support plans to increase the numbers of cyclists in Edinburgh. How can we hit the target of target of 10% of local people cycling to work by 2010?

- Increased road safety; safe routes to school schemes; road traffic reduction and speed reduction measures; 20mph and home zone initiatives.

- Increased road maintenance. We would spend an extra £1million next year.

- Secure, available bike storage throughout the city.

- Council transport/planning decisions must be cycle audited.

- Liberal Democrat's are committed to retaining a dedicated specialist cycle team.

- Traffic management measures such as staggered stop lines; cycle bypasses at traffic lights and wider cycle lanes.

- Joint working parties with other local councils, as well as supporting the Sustrans Millennium National Network and Canal Millennium project.

We must change our travel and land use patterns if we are to pass onto our children a healthy and wealthy city which plays its part in the protection of the world's environment.

## Conservative, Edinburgh

**Cllr Allan Jackson, Transport Spokesman**

The Conservative Group on Edinburgh City Council has no major differences with the established policies of the Council, which have received all party support to date. We certainly base our transportation policies on the wish to encourage walking, cycling and public transport alternatives to private car use.

We are concerned that insufficient effort has been put in to these alternatives BEFORE the design capacity of many of the City's roads has been reduced by pavement widening etc. This has simply meant that the same number of cars are still using the narrowed roads causing more congestion and pollution to pedestrians, cyclists, etc.

We will, therefore, seek to reorganise Council expenditure towards an improvement in the provision of walking/cycling routes and public transport initiatives road or rail.

Many cyclists complain about the appalling lack of road maintenance as do pedestrians (like me) about pavements. In this year's budget we allowed for an extra £1m in this direction and will continue to argue for such expenditure.

Transportation policy is extremely important and must be got right.

## SNP, Edinburgh Cllr Rob Munn

An SNP Council will seek to reduce private car use in the city by way of improvements to public transport. The current attempts at reducing private car use have involved too much 'stick' and not enough 'carrot'. The SNP will not wage war on

the private car user but seek to provide attractive alternatives to such use as a transport staple.

An SNP Council would seek to encourage cycling through the introduction of a guaranteed level of cycle paths, lanes and other facilities each year. The SNP would seek to introduce, where possible, cycle lanes that are separate from roads. The SNP would seek to develop transport solutions for Edinburgh that encourage a switch from private car to public transport and the use of other forms of transport such as cycling and walking. We believe these last two modes are made unattractive due to the twin blights of congestion and poor footway conditions.

The SNP would seek to develop the 'Safe Routes to School' initiative to reduce congestion associated with the school run and to reduce the culture of car dependency.

## Labour, West Lothian

**Cllr Graeme Morrice, Leader of the Council**

Cycling is a vital part of West Lothian's transportation strategy, in line with government transport, public health and environment policies.

Establishing a cycling policy was a priority for the new Labour Council. Published in 1996, *Pedalling Beyond the Millennium* is free from the Council's Cycling Officer.

Nearly 10% of the Council's 1999/2000 Transportation budget is allocated to cycle schemes, higher than any other Scottish council! Cycle facilities are also included in traffic management schemes/budgets, such as at the dangerous A71 East Calder/Kirknewton junction.

A Labour council will maintain the Cycle Officer post, further develop our on and off road cycling network, and promote new initiatives encouraging cycle use.

We will insist on appropriate cycle access and parking in major developments - providing an alternative to car use.

Labour West Lothian spends more (proportionately) than any other council on Safe Routes to School.

We are in the forefront on Slow Speed Initiatives, with a national conference (May 26), and schemes planned for rural roads, urban roads, and all primary schools.

A Labour West Lothian will further progress these pioneering transport policies.

## Scottish Green Party Philine Gaffron

*Note: The party is only standing in the Parliament elections, and only for the party-list second vote, as the proportional voting system gives their best hope of election. As they have no council candidates, they supplied the more general statement below.*

Walking and cycling are the most sustainable modes of transport and they are also the cheapest to provide for. While most people are happy to walk distances of about one mile, cycling is generally convenient for up to five miles - most car trips today are shorter than this. Cycling should therefore play an important role in any integrated and sustainable transport system. Recognising this, elected Green representatives on every level of government will work for...

- 20mph speed limits in built up areas except on main roads which are not also busy shopping streets.
- fair road pricing and parking charges with revenue raised to be spent on improving facilities for pedestrians and cyclists as well as public transport; this will include better road maintenance and more funding for cycle friendly schemes.
- a legal requirement to include green transport plans in planning applications, together with a clear encouragement of walking, cycling and public transport before all other modes.

Greens are committed to a fairer society and healthy environment. A Green transport system is a vital element of both.

# STATEMENTS FROM THE PARTIES

**How to read the statements...** If you just skim the statements you may think they are 'all the same'. But whilst all express general sympathy, there are in fact big differences in promises and attitudes. So, decide what matters to you, then carefully assess each statement for how it meets your points.

## SNP, West Lothian Cllr Eddie Malcolm

The Scottish National Party in West Lothian are fully committed to cycling provisions within it's borders and will work with neighbouring councils in coordinating a Central Scotland network of cycle ways. Without this co-operation between authorities, the whole exercise will fail.

We are committed to working with the different public transport operators to encourage integrated transport systems, to benefit passengers and companies.

We are determined to eradicate the deplorable state of our pavements and walkways, this we believe will encourage people to walk.

The roads in West Lothian, particularly rural roads, have been allowed to fall into disrepair with a growing number of