

# SPOKES

Leaflet 70 Late 1998

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]

## EDINBURGH BIKE STAFFING BOOST

The Council has responded to our lobbying for more cycle project staffing, and is also arranging to give cycling more consistent attention in area teams of the City Development Department.

The Cycle Projects Team, originally 3 staff, was set up in 1987 by the new Labour council, thanks to extensive Spokes lobbying before the election. Perhaps as a result, Edinburgh was one of very few places where cycling rose between the 1981-91 UK censuses. But the Cycle Team has been slowly whittled down - to just one person now.

It is true that much cycle planning is now done under other headings - Greenways, accident prevention, CERT, etc - but there are clear signs of insufficient central cycle staffing. For example Edinburgh Council (created out of Lothian in 1996) has not produced a single cycle publicity leaflet/guide, compared to 2-3 a year under Lothian; we are concerned if enough work has been done to guarantee the Sustrans Millennium city routes by 2000; and many targets in the 1995 *Moving Forward: Cycling in Lothian* plan remain unmet - notably completing 10% of the proposed Edinburgh network annually to 2004.

A second problem is when cyclists get insufficient attention from the council's Area Teams in routine minor works, such as traffic calming - because staff have not been trained to 'think bike', or

*continued on back [lower]*

## LETTERS TO SPOKES

*"I was at Edinburgh University 1974-8 and used my bike everywhere. I returned recently and was very impressed. Spokes has had a profound effect on the city - well done!"*

*"I enclose a £300 gift. This is mileage paid by my employer, less actual petrol cost - you could call it blood money".*

## SCOTLAND TRANSPORT CRISIS

We are delighted at Edinburgh's new staffing but its cycle budget is under severe pressure. As our survey [p45] shows, **Scottish councils have cut transport capital budgets by around 11%, on top of the incredible 50% cut we revealed two years ago** [Spokes 63]. In Edinburgh this has meant the cycle budget falling to just £170K for 98/99 (+£112 Safe Routes to School), compared to £250K in 97/98 and £330K in 96/97. In contrast, the *Moving Forward: Cycling in Lothian* plan called for £5m+ over 10 years for the city's cycle network (excluding town networks elsewhere in Lothian, costed at ~£100K each).

*Spokes autumn public meeting...* **Councillor David Begg**  
Transportation Convener of Edinburgh City Council  
and adviser to John Prescott on national transport policy

## The Future of Cycling Policy in Edinburgh, Scotland and the UK

The new government has been in power 18 months; the Transport White Papers are out; the Scottish Parliament is imminent. What does it mean for cycling as a transport mode, locally and nationally? What can you and I do to make Edinburgh, Scotland and the UK more cycle-friendly? Come, listen, ask questions, discuss, and be inspired to write to your councillor, MP, and Scottish Parliament candidates!  
**Place:** City Council Chambers, High St [European Room]  
**Time:** Thur 19 Nov, 7.30 [6.45 for coffee, stall, chat]  
**Details:** Dave du Feu 01506.670165, Mark James 334.2653



*Cycling instead of Pills!*

at  
Dr James  
Dunbar's  
Dundee  
surgery

full  
story  
on back

*Photo:*  
Kenny  
Smith

It is hard to believe that some years ago councils spent more on local transport than the government did on trunk roads. The Conservatives massively reversed this, but even with trunk road cuts and extra transport funds for councils, total trunk road building/maintenance at £150-180m remains 50-100% higher than the ~£100m council capital transport spending - covering local maintenance, traffic calming, cycling, public transport facilities, etc.

**Maintenance of local roads**, crucial for cycling safety, is also suffering severely. A senior official of one council told us in confidence their maintenance budget was almost gone, and Clarence freephone

*continued on back [top]*

**Help SPOKES, other cyclists, and yourself by writing to your MP, councillor or the press now and every few months. Ask your MP to raise your questions with the relevant minister. The Citizens Advice Bureau can tell you your MP and councillor and the address. Central Edinburgh CAB is 0131.557.1500, or see phonebook. Send us the results!!**



## FOR YOUR DIARY

**Spokes Sunday Rides** - Meet 10am, Usher Hall, Lothian Road. Normally 1st Sunday each month. Rides are fairly gentle, 30-40 miles. Lunch at pub/café, or bring picnic. Odd showers won't put us off, but real bad weather may cause cancellation. We show the way, help with mechanical malfunctions, wait for the less-speedy, and try to ensure all have a wonderful time! Please ensure your bike is in good order. Cycle carefully/considerately. You are entirely responsible for your own safety. Children under 14, or not used to roads, may only come with an adult.

Dates: Nov 1; Dec 6; Jan 3; Feb 7; Mar 7.

For further details or to help: Stuart 0131.445.7073.

The **Spokes Cycling Weekends** programme was circulated to members earlier this year; or phone Paul 0131.662.0074.

**Go-Bike!** (Strathclyde Cycle Campaign) also has a big rides programme - usually 1st Sunday each month, and some weekends. Richard 0141.563.7871 or dmarmar@bigfoot.com.

**Nov 12 Countryside Access and Sustainable Transport** day-seminar by Paths for All, Perth. £25. Details 01259.218888. Spokes will pay fee for 1/2 active members.

**Nov 15 Road Crash Victims Remembrance Day** Media events, church services, etc. RoadPeace 0181.964.9353.

**Nov 30 Campaign against M74 Extension** - relaunch by Glasgow for People 0141.552.3599.

**Dec 2 Paths for Health** day-seminar by Paths for All on linking health and walking/cycling, Alloa. £25. Details 01259.218888. Spokes will pay fee for 1/2 members.

**Dec 11 Transport & Tourism** conference. Scottish Transport Studies Group, Brian Weddell 0131.455.5143.

**1999, Apr 13-17 Velo City 11<sup>th</sup> international conference**, Graz/Maribor. 0043.662.826878, velocity99@semaco.co.at

**2000, Jan 1st... MILLENNIUM BUGBIKES**

Margaret Beckett, government minister handling the Y2000

computer problem has admitted many problems and interactions will not be resolved, or even fully identified, in time [Computing 8.10.98]. She urges companies and agencies to prepare contingency plans. As reported in Spokes 69 the **London Electricity Company** has done just that, purchasing a bike-fleet for its engineers, in case of traffic chaos at the Millennium if traffic systems fail [Computer Weekly 5.9.98]. The problem is not just traffic-control computer programs but the huge number and variety of 'embedded chips' in traffic light and similar installations, where failures are hard to predict and prevent.



**2000, June Sustrans 3000-mile network opening** "stunning participatory events", climaxing June 24/25. Councils etc, write to: Lucy Thorp, Sustrans, 35 King St Bristol BS1 4DZ.

## NEW PUBLICATIONS

**Traffic Advisory Leaflets** free government advice to councils etc., include provision for cyclists [0171.676.2478]...

1/97 *Speed Cushion Schemes*

3/98 *Traffic Calming Bibliography* [govt. publications]

4/98 *Toucan Crossing Development*

5/98 *Cycle Centres* [town centre parking/service centres]

**National Cycling Forum - Best Practice leaflets** published free under govt National Cycling Strategy [0171.676.2478]...

June 98 *Issues in Retailing* [ie cycle-friendly shopping]

June 98 *Issues for Town Planners*

June 98 *Issues for Traffic Engineers & Transport Planners*

June 98 *Issues for Public Transport Planners & Operators*

**Using Cycles in Conjunction with Trains** What rail operators should do. Free: Office of Rail Regulator 0171.282.2001.

**Creating a Path Network - Guide to Local Action and Making the Case for Local Path Networks** free booklets on path design/funding/maintenance and on lobbying/objectives respectively, from: Paths for All partnership 01259.218888.

## CAR CULTURE

Cars may dominate our towns and cities, but **worldwide 3 times as many bikes as cars are made** - and the gap gets wider, says Indian transport researcher Dinesh Mohan. He condemns the Red Cross's *World Disasters Report* for talk of roads "cluttered with pedestrians, bicyclists and animals" and wanting to remove roadside objects interfering with car-flow. Mohan says transport and safety would do better from shady trees, roadside bike repair, bright-painted cycles, drink kiosks, and pedestrian/bike-friendly bus bumpers. In India 1 in 100 families has a car, 1 in 2 a bike [New Scientist 1.8.98].

Car manufacturers seem little concerned about killing pedestrians or cyclists, going by European Car Assessment Programme tests [LTT 8.10.98]. Half the vehicles received full marks for passenger protection in 30/40mph crash tests, but **not a single car scored over 50% in pedestrian impacts even at just 25mph**. Car buyers, and consumer magazines like *Which*, are equally to blame for paying far more attention to occupant protection than to the safety of their potential victims. **Write to your MEP on this!**

Finally, two magazines for all car culture sceptics... **Car Busters** European focus, articles in submitted language with summaries in other languages. 1-year sub £8.40 cheque (pounds are ok) payable to Car Busters at 44 Rue Burdeau, 69001 Lyons, France. Email carbusters@wanadoo.fr **Auto-Free Times** - US Alliance for a Paving Moratorium, "to halt the environmental, social and economic damage of endless road-building". Details: APM, PO Box 4347, Arcata, CA 95518, USA. www.BikeRoute.com/AutoFree

## BIKES & PUBLIC TRANSPORT

Bikes have now gone free on all ScotRail services for a complete summer [Spokes 68], to the great benefit of utility, leisure and tourist cyclists, and with none of the dire consequences some had predicted.

Conversion of **Class 158** (Express) units to provide better bike accommodation is progressing well, and the result is a far nicer, more open, ambience for all passengers, compared to the former enclosed bike 'slot' and cramped corridor. The conversion has been done in such a way that we reckon it could accommodate 3-4 bikes per 2 coaches with careful packing, and it is disappointing ScotRail still feels only 2 will fit. On **Class 156's**, mainly for long-distance tourist routes, the promised conversion to 6 spaces is beginning. Also, ScotRail sleepers offer 20 free bike spaces (including tandems!) from London to 5 Scottish destinations.

All told, we are surprised ScotRail has not received a **CycleMark** bike/rail award, as they seem now to be one of Britain's best bike/rail providers. We hope this will be maintained with the new (Class 170?) rolling stock likely on Edinburgh-Glasgow! **We welcome comments from members on ScotRail's current & developing bike/rail performance.**

A UK guide to bikes on buses is planned - send info to **Dave Holladay** [PO Box 15174, Glasgow G4 9LW. Email Tramsol@aol.com]. Dave asks Citylink bus users eg. Uig or Campbelltown, to write asking the new owners to allow bikes, at least if in a bag [write to: Declan O Farrell, Metroline/Citylink, 118 College Rd, Harrow HA1 1DB].



## "PUPILS GIVEN LIFTS IN CARS MAY DO LESS WELL IN CLASS"

This was the remarkable Scotsman subheading [31.8.98] to a report by Glasgow University and others on Glasgow's **Fit for Life** project, in which cycle routes were built to 4 schools, and the health of cycling, walking and carried pupils monitored regularly. The report should interest parents who drive their child to a far away school rather than let them walk or bike to the local school.

Children driven to school were less alert and less fit than those cycling, said Council Fit for Life officer Erl Wilkie. Health experts think excessive car use is breeding "a generation of fat unhealthy children". Claire Wilson, a 16-year-old who now cycles to Bellahouston Academy, said she used to get tired quickly, but cycling was great fun and she now felt much better for it.

### LOTHIAN SAFE ROUTES PROJECT

Lothian Safe Routes is a development from our ground-breaking Schools Challenge [Spokes 67]. Now a separate body, with Cycle Challenge funding, and working with councils, Lothian Health, etc, much work is in progress. [Details: Chris Hill, Lothian Safe Routes, c/o Spokes, or web site <http://freespace.virgin.net/ch.edinburgh>] *Initiatives include...*

- **Circulars/newsletters** to Edinburgh/Lothian schools
  - **Survey of all Edinburgh head teachers**, resulting in Sheffield Rack installations and further work
  - **Pupil surveys** - often 40%-60% want to bike to school but are deterred by traffic and insecure parking
  - **Devising on-road bike training package**, sponsored with £3500 by Marks & Spencer, piloted at Stenhouse Primary, and producing a manual for other schools
  - **Refurbishing unwanted bikes**, via the City Training Initiative, to use in school cycle training, and possibly for parents/children without bikes
  - **Braidburn 2000 S.W. Edinburgh path network plan** linking 8 schools, housing, parks and countryside
  - **March 1999 Safe Routes Conference**
- Other school initiatives heavily supported include...*
- **Craigmillar Primary** bike clinic and first ever school bike ride - head teacher Mrs Galashan and 30+ pupils to Portobello, via Spokes-built Brunstane path [photos]
  - **Davidsons Mains** family cycle day - over 200 parents

- & children for an afternoon of bike fun & skills
- **Roseburn Primary Kool Cycle Club** and newsletter [editor/organiser Malcolm Bruce 0131.337.3675]
- **Sciennes Primary** - a terrific report by the school's Safe Routes group, Walking Trains, racks installed, 100-person 9-mile school fun ride to Spylaw Park, and campaigns for local **20mph zone** and **close Sciennes Rd to cars**, widening the playground across the road.



Ready to set off!



At the seaside!

Craigmillar Primary school bike ride [Chris Hill]

### SCOTTISH OFFICE SRS RESEARCH STUDY

The Scottish Office has commissioned Derek Halden Consultancy to review SRS schemes. The project will assess how education, transport and health arrangements affect integrated school-travel decisions, and will draw up guidelines for councils - send them any useful ideas. [Dhalden@aol.com](mailto:Dhalden@aol.com), fax 01506.847409, phone 0777.5591461

### SUSTRANS SAFE ROUTES WORK

New 3-year lottery funding extends Sustrans SRS work to Scotland, with a June 1999 conference and Scottish teachers' pack. UK initiatives include an Oct 1999 conference, best-practice guide, and an excellent free newsletter 'Safe Routes to Schools'. *Celia Beeson, Sustrans, 35 King St, Bristol BS1 4DZ.*



### BIKE MAP BONANZA

The Spokes map project, funded by Scottish Office Cycle Challenge, Edinburgh, Midlothian & W. Lothian councils, looks to be a great success, with 200,000 leaflets delivered by the Post Office and nearly 7500 Livingston, Midlothian or City bike maps sent out to people writing in. A further survey will assess how far the maps encouraged bike use.

The project also funded our **Midlothian map**, whose clear layout and innovative marking of slopes (direction & gradient) has been widely commended. Compilers Tim Smith (artwork) and Peter Hawkins (research) so enjoyed the work that more projects are likely - with West Lothian probable next candidate, then maybe a Forth-Circular.

Whilst many map designers are interested only in the product, Spokes as a bike campaign group was especially pleased to innovate in **wide distribution to likely users** as well as in design. Even better would be the system in Delft, Holland, where the council and bus company distribute free bus & bikes maps to every household!

*For maps on sale from Spokes see advert on page 6.*

### BIKE-FRIENDLY MPs/LORDS

We understand the following Scottish members belong to the Parliamentary All-Party Cycling Group. *If your MP is bike-friendly, ask them to join - and tell us if they do!*

- Ian Davidson** - Lab, Glasgow Pollock
- Alasdair Morgan** - SNP, Galloway
- Lord Thomson of Monifieth** - Lib Dem [Sustrans patron]
- Lord Wilson of Tillyorn** - crossbencher [i.e. no party]

### MEMBERSHIP RENEWAL

*If you receive a 1998 renewal form with this mailing, you are overdue, but you can now renew for both 1998 & 99 in one go! If no renewal form is enclosed you are up to date for 98 - if so, please do not renew for 1999 till we send you a form (in February), as it adds to our administrative work.*

### SPOKES LEAFLET INFORMATION

*Editor: Dave du Feu Printer: Barr Printers Print run: 11,000 Copyright details: SPOKES may be quoted freely, if the source is acknowledged and our address given.*



# SPOKES COUNCIL SURVEY - CYCLE & TRANSPORT FUNDING

*Our 3<sup>rd</sup> annual survey(\*) of mainland Scottish council transport departments does not show the increase in cycle funding needed to meet the government target to double cycle-use by 2002. Given that cycling is "a vital mode in reducing car-use" [Scottish Office Transport White Paper], urgent government attention is essential.*

Overall 98/99 council capital transport budgets (col b) fall 11% from last year's level (no sign of recovery from the huge 50% reduction 2 years ago) and, of this, the total (col f) devoted to cycling and SRS\*\* drops a little less, 5%.

The big plus is that many councils (some pushed hard by Sustrans) have raised large sums from outside funding - £2.9m across our 22 councils, compared to just £2.4m from the councils' own transport funds.

We estimate that Scotland-wide, little more than £1 in total per person is spent on provision for cyclists (col j). In contrast, the German Environment Ministry reckons £20 per head [Surveyor 11.9.97] is necessary.

## AROUND THE FORTH

Like last year, the 6 Forth-circular councils (see foot of table) give an excellent example, all above average on one or both of our two key indicators - total cycle spending (internal + external) per head for their area (col j), and % of transport budget going to cycling (col h). Remarkably, these 6 councils together allocate more funds to cycle provision than all others together, and raise more outside funding. Scotland-wide, the two outstanding 1998/99 councils are the Forth-Circular authorities of **Clackmannanshire** (£6.63 per head) and **West Lothian** (19.7%).

It is good to see that cycle-friendly councils elsewhere cover a wide mix of areas: rural areas like **Angus** and **Dumfries & Galloway**, cities **Edinburgh** and **Glasgow**, and the more dispersed urban areas of **East Renfrewshire** and **East Dunbartonshire**.

## FORTH-CIRCULAR ROUTE

The Forth Estuary Forum, representing Councils and many other bodies, has published a Forth area economic appraisal. We are delighted this recommends as a 'flagship project' a walk/cycle Forth Coastal path, target date 2010. *Spokes* has suggested an *interim circle, further from the coast in parts, is feasible soon after 2000*, given the commitment to walking/cycling by all 6 councils [see above; also *Spokes* 66, 68]. Relevant existing/planned routes include Edinburgh-Dunfermline-Alloa, Millennium canal path and Edinburgh-Linlithgow-Falkirk-Stirling. A Stirling-Alloa connection would be needed - or a lightweight Forth walk/cycle bridge on the old railway piers to Alloa! The interim circle would create excitement and ensure rapid development of new shore-side sections. It needs only a central body, with a sense of urgency, to initiate/co-ordinate. *Send comments/suggestions to Spokes and Forth Estuary Forum* [1 Cockburn St, EH1 1BJ or email [forth.est@edin-city-dev.demon.co.uk](mailto:forth.est@edin-city-dev.demon.co.uk)].

## NO CHANGE FROM THE LAGGARDS

One remarkably clear feature is that councils already working for cycling plan to continue (Clackmannanshire and W.Lothian are prime cases), but those who have done little plan no change either. *Whilst this shows that cycle-friendly councils find their efforts worthwhile, it also shows that government must firmly tackle the laggards.* This may now happen, since councils will not qualify for the new Public Transport Fund unless they submit a Local Transport Strategy using sustainability principles. *The fact*

*that over half Scotland's councils spend less than 2% of their transport capital budget on cycling (including Safe Routes to School) must not be allowed to continue!*

## EXTERNAL FUNDING

Large sums can be obtained from outside funding, and though we didn't ask for detailed breakdowns it seems that external contributions have totalled at least £¼m from Sustrans [Millennium Lottery], £¼m ERDF, £¼m Scottish Office [Transport/Cycle Challenges], £¼m Enterprise boards, £¼m Lottery [mainly Kingdom of Fife Millennium Project]. External funding also helps guarantee Council funds, especially during cuts - for example Fife, where transport capital spending is cut from £7¼m to £3¼m, but budgeted cycle funds survive unscathed as £1m external funding depends on the council's matching £¼m. Similarly many councils planned projects only if Cycle Challenge applications succeeded. In Clackmannan, for example, the £60K Challenge grant ensured similar council funds - and these sums have now attracted £600K+ more from other agencies over the next 2/3 years.

*For such reasons, both Sustrans's National Network and the SO Cycle Challenge seem to have raised considerable funds for cycle infrastructure from other agencies, funds which would not otherwise have gone to cycle schemes.*

However, we especially compliment **E.Renfrewshire** who installed much-appreciated £80K 3.5km on-road Ayr Road cycle-lanes despite not getting Challenge Funding.

## COUNCILS PLEASE NOTE!!

Sustrans Millennium funds end in 1999/2000, so it is essential to apply from 98/99 or 99/00 budgets. The Scottish Office [see p1] must also ensure Councils don't miss out on Sustrans money due to insufficient internal matching funds.

## TARGETS / AUDITS / STAFFING

There is little change from last year, despite the 1996 SO circular [24/1996] asking councils to set targets for increased cycle use, and to institute cycle audits. Less than half Scotland's councils have targets, and several even of these are woolly e.g. "to contribute to government targets". Few have full cycle audits: we hope the recent ScottishOffice/DETR/IHT *Guidelines for Cycle Audit & Review* will help, though we still await SO consultation on its long-promised *Cycle by Design* manual [Spokes 69].

## SURVEY HIGHLIGHTS

- Council cycle spending has fallen, though by less than the fall in overall council capital transport funding.
- **Bike-friendly councils are finding it worth continuing.**
- Clackmannanshire and West Lothian are 98/99 star performers - and both came top in 96/97 or 97/98 too!
- The 6 Forth-circular councils devote more funds than all other councils together - and raise more outside funds.
- **But bike-uninterested councils continue to do little - this is a big challenge to government policies.**
- Many councils get major outside funding for cycling - Scotland-wide this totals more than council spending!
- But total spending still averages only ~£1 per head.
- **Bike-friendly councils include rural, semi-urban and cities - it just needs progressive councillors and staff!**

\*Of the 29 mainland councils 23 replied, the exceptions being Argyll & Bute, Renfrewshire, E and S Ayrshire, and N and S Lanarkshire. Dundee replied but is excluded from most totals and averages as its overall transport capital budget is unknown.

\*\*See footnotes to table for abbreviations.



a. Council name [mainland only] [only responding councils are shown]	98/9 council capital transport £k				Tot. cycle capital £k (cols c+d+e)		h. col f as % of col b	i. 98/9 external funding £k	j. cols f+i per head of pop.	Cycle target set	Cycle staff FTE	Bike audit proce- dure?
	b. total transp capital	c. cycle budget	d. SRS budget	e. other cycle element								
					f. 98/99	g. 97/98						
Aberdeen	1550(m)	0	0	15*	15*	0*	1.0%*	19*(n)	16p*	X	65%	SF
Aberdeenshire	3200	66	0	0	66	34	2.1%	10*(n)	33p*	Y	0%	S
Angus	2100(m)	50	75	0	125(q)	111	6.0%	0*(n)	113p*	Y	~10%	S
Clackmannanshire	441	30	20	0	50	25	11.3%	275(n)	663p	X	(r)	I
D & G	1970	90	51	0	141	50	7.2%	400	366p	C	140%	SF
Dundee (w)	?	50(s)	0(s)	10	60	40	?	50(n)	73p	N	<10%	I
E Dunbartonshire	825	69	0(q)	0	69(q)	80*	8.4%	11(n)	73p*	N	10%	P
E Lothian	1500	5	0	0	5	10	0.3%	0	6p	N	<10%	I
E Renfrewshire	1810(m)	80	0	0	80(q)	8	4.4%	35	129p*	N	30%	S
Edinburgh	6500(m)	171	112	10*	293*	344*	4.5%*	245*(n)	121p*	Y	260%	Y
Falkirk	3930(m)	103(t)	0	55	158(t)	83	4.0%	0*	110p*	Y	50%	S
Fife	3230(m)	339(u)	0(q)	0	339(q)	558	10.5%	1017(u)	389p*	Y	250%	T
Glasgow	9010	277	24	94*	395*	688	4.4%*	340	119p*	Y	200%	TP
Highland	3900	40(s)	0(s)	0	40	49	1.0%	162*(n)	97p*	C	100%	SP
Inverclyde.	1080	5	0	0	5	5	0.5%	10(n)	17p	N	(r)	N
Midlothian	833	5	10	0	15	12	1.8%	0	19p	N	10%	S
Moray	2100	0	0	0	0	0	0.0%	170	195p	N	10%	N
N Ayrshire	470	0	0	0	0	0	0.0%	0*	0p*	C	3%	S
Perth & Kinross	1230	0	0	0	0	5	0.0%	0*	0p*	Y	0%	F
Scottish Borders	3740	25	0	0	25	39	0.7%	0	24p	N(v)	8%	S
Stirling	6450	121(s)	0(s)	0	121	57*	1.9%	208	396p	N	65%	S
W Dunbartonshire	875	10	0	0	10	1*	1.1%	0	10p	N	0%	S
W Lothian	1640	245	78	0*	323*	236*	19.7%*	0*	218p*	X	(r)	S
Total / average(w)	58384	1731	370	174	2275	2395	3.9%	2902	132p			
Total / average for all mainland councils, assuming same figures as 1997 for 1998 non-respondents												
	72614	1841	376	179	2396	2516	3.3%	2902	105p			
Total / average for Forth-Circular councils (Fife, Clackmannanshire, Stirling, Falkirk, West Lothian, Edinburgh)												
	22191	1009	210	65	1284	1303	5.8%	1745	249p			

#### Abbreviations:

SRS Safer Routes to School  
LEC Local Enterprise Company  
ERDF European Regional Development Fund  
NCS Government National Cycling Strategy

**Column e:** £k for cycle schemes from council transport capital other than cycle or SRS budgets e.g. Glasgow cycle lanes, ASLs etc as part of £0.7m Route Action Plan.

**Column i:** £k for cycling from non-council funds, including Sustans, S.O. Cycle Challenge, ERDF, LEC.

**Targets column:** Y=yes; X=unquantified target 'contribute to government target'; N=no target; C=considering

#### Audit column:

Y Formal cycle audit in place (see NCS)  
F Formal cycle audit being developed (e.g. as in NCS)  
T All traffic/road schemes checked re. cycle facilities  
S Existing safety audit includes cycling

P Planning (development control) audit  
I Informal or no audit/check

#### Footnotes:

- \* Plus significant other unquantified sums in this heading
- (m) Plus ring-fenced Scottish Office Transport Challenge funds (not Cycle Challenge)
- (n) Includes Scottish Office Cycle Challenge funds
- (q) Plus significant funds from other council department (eg Recreation or Education) or transport revenue
- (r) Specialist staff time allocated, but amount unknown
- (s) Cycle budget wholly or partly used for SRS work
- (t) Includes significant underspend from previous year
- (u) Kingdom of Fife Millennium Cycle Network, total £1.6m 98/99. Council transport budget pays 25%, lottery 50%, also ERDF and other external
- (v) No targets on level of cycling, but many other targets
- (w) Totals exclude Dundee, as transport budget unknown

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ANDREW DAVIES - BRITISH TEAM MECHANIC  
JOHN ANDERSON - SCOTTISH TEAM MANAGER  
EMMA GUY - BRITISH MOUNTAIN BIKE CHAMPION



## LOCAL NEWS - LETTERS NEEDED

*Note: space here is short, but these items are important!*

### MIDLOTHIAN LOCAL PLAN

The Council is producing a new Local Plan, which sets out guidelines for land-use (including transport) for the next 10+ years. You can see the draft at libraries, or buy one [£10, Buccleuch Hse, White Hart St, Dalkeith 0131.271.3470]

**We urge readers to inspect the plan and submit comments - by 20 Nov. Copy your comments to Spokes.**

Spokes is concerned the draft plan does not adequately follow sustainability principles, as in the government's draft NPPG/PAN [see below]. It includes...

- New A68 Dalkeith Bypass [also A701 - see Spokes 69].
- New school near Whitecraig, replacing existing Dalkeith schools. The site seems geared to maximum road access, tying in with the A68 plan. Instead, a site allowing maximum walking/cycling should be found.
- Little specific for cycling as everyday transport - the welcome Sustrans Borders route is primarily leisure.

### CITY BYPASS - CYCLE BAN

The government has published an Order to ban cycling on the bypass, now a trunk road. Spokes, councils and Scottish Office officials have been discussing an alternative route. We will accept the ban but the alternative must be in place, funded fully by the Scottish Office, before it takes effect. We want no more promises taking years to come into effect - if ever! *The much-touted 1995 government £5m Trunk Road Cycling Initiative [Spokes 61] saw not a penny spent on promised Sustrans crossings and routes till this year!*

## GOVERNMENT TRANSPORT POLICY

At last the government **Transport White Papers** [UK and Scotland] are out, marking a huge change of ethos in transport policy. Lack of space prevents many comments here [but see Spokes web site or send SAE for Spokesworkers 23.7.98 & 27.9.98]. Just a few main points on the Scottish White Paper [on sale £9.40, Stationary Office, Lothian Rd]...

- Councils must now draw up 5-year sustainable *Local Transport Strategies* - or they do not qualify for money from the £90m (over 3-years) *Public Transport Fund*.
- We have asked the Minister if the above fund covers bike projects - no reply yet, but some positive S.O. hints.
- Cycling is called "*a vital mode in reducing car use*" - a useful quote, but no new cycling initiatives!
- No national targets (yet?) on traffic reduction.
- Mixed messages on trunk road building/widening - new funding gives scope for more than maintenance.
- Continuing development of transport policy [below]

### SUPERSTORE CAR-PARK TAXATION

The White Papers, despite having no convincing argument against, backed away from this widely-expected move [Spokes 69]. But pressure is mounting from councils across Britain to be given such powers rapidly [Guardian 15.10.98] to counter the continuing destruction of local facilities.

### NPPG/PAN: "TRANSPORT & PLANNING"

These 2 consultation papers [free from 0131.244.7538] link land-use and transport policy (NPPG) and practice (PAN). They are truly wonderful!, and we would like to see them issued in final form quickly. **We compliment Edinburgh Council on adopting the drafts as policy already.**

Under the NPPG/PAN, maximising walk, cycle and public transport accessibility is critical when allocating land for

We suggest members object, but say you are happy to withdraw once the alternative is in place. Objections by 27 Nov to *Director of Roads, S.O.D.D., Victoria Quay, EH6 6QQ*. At the start of your letter, quote reference *UM/FO/C/8/2* and say you object to *A720 Special Road Variation Order*. The Order can be seen at 1 Cockburn Street or at S.O.D.D., but this is not necessary to object.

### CANAL MILLENNIUM PROJECT

British Waterways is now at the detailed planning stage for the brilliant Millennium project to link up Edinburgh and Glasgow by canal - including towpath. Work begins this year. If you have any comments, such as accesses, path width, or lighting, in general or at particular points, write **now** to *Jill Richards, British Waterways, Applecross St, Glasgow G4 9SP*, and copy the reply to us.

### EDINBURGH WATERFRONT PROJECT

This massive 15-year project includes housing for 7500, and 4000 jobs along an 8-mile strip of the Forth - starting at Granton. Whilst there is general talk of sustainability and cycling, there is little specific - but an immediate start to the new road from Crewe Toll to Granton [Spokes 67,68]. *In practice* a largely car-based development is quite possible. As for car-free housing, the developers promise they "*may eventually consider*" it. And the 'Waterfront' project does not even include a coastal cycle route!

*We urge members to write to councillors. In particular, the whole project must be audited in line with the new NPPG/PAN, which Edinburgh has now adopted [see below].*

development and in approving planning applications; and developers will need to produce green travel plans.

We doubt Midlothian's proposed **Dalkeith school site** [see above] will survive such scrutiny, and **Edinburgh's Waterfront plan** will need more thorough assessment.

*Meanwhile, Edinburgh has given a great example in its housing/office permission at Blandfield House, Broughton Road. The developer must provide a toucan cycle crossing of Broughton Road; 100% bike storage for the housing; car parking below normal levels; office bike parking, lockers and shower, and extensive traffic calming.*

### APPRAISAL OF TRUNK ROAD INVESTMENT

Sadly, this consultation paper, from a different Scottish Office department, the National Roads Directorate, seems a backward move from the White Paper! That Paper seeks integration of modes, and of policies on health, land-use, environment, etc. Thus where transport is felt poor there should be assessment of accessibility for local people and businesses, and of all transport, planning and other options.

Instead the paper takes road proposals as the starting point, then looks in detail at the road's impact on other policies. It does not include the role of planning policy, or the relationship between trunk roads and town/city traffic policies, but does at least accept that rail, bus etc. should be assessed alongside trunk roads. Unfortunately, though, this is felt too difficult as yet, so it proposes to omit that too when assessing outstanding projects [M8, M74, etc]! **This directly contradicts a promise to Spokes from the Minister soon after the election [letter 19.9.97] that the Scottish Office will "fully consider alternatives to new roads".**

### MORE CONSULTATIONS COMING

Watch out in the press, Spokesworkers and Spokes web site. Expected soon are climate change, regional transport authorities, road-user charging [superstore charges too?].



continued from p1 pothole-reporting in their area was now largely a record-keeping exercise! A nasty W.Lothian pothole remains 4 weeks later, despite 2 calls to Clarence, and letters to a senior councillor and official. Edinburgh Council reports greatly increased damages claims due to potholes. While recent government trunk road maintenance funding is necessary, similar priority to ensuring councils can and do maintain local roads properly is vital.

**The Council capital transport funding crisis must be addressed urgently by government: it is a national problem. But it must be done in a way that ensures all Councils adopt sustainable transport policies - many would give their eye teeth to get back to massive road-building [Spokes 69, p15]. We urge members to ask their MP to raise this with the Minister.**

continued from p1 [top article] or plans are not fully cycle-audited. Examples raised by members in recent years include McDonald Rd narrowing (no bike bypass), Boswall Pk (bike bypasses built, but allow car blockage), and Clermiston Drive closure (bike access removed).

### THE NEW CYCLE TEAM

The new arrangements are intended to deal with both problems. First, the central Cycle Projects Team will get another member. Second, each area team (now called Network Teams) will have a nominated engineer as their cycle specialist. These area staff will meet regularly with the central cycle staff, in effect forming a department-wide Cycle Team, to discuss cycle strategy and initiatives, and to report back on local progress and problems. We have also suggested periodic meetings, say twice yearly, between this widened Cycle Team and Spokes.

The council had been concerned that nominated area cycle specialists would reduce the incentive for all staff to become cycle-aware, but Spokes takes the opposite view, *provided the system is well managed*. The role of area specialists should explicitly include spreading skills and awareness. They should ensure area staff always use the council's excellent and succinct new Cycle Design Guide [Spokes 69 p3], and should ensure cycle audit of local road, traffic and planning schemes, thereby discussing cycle aspects with area staff, and spreading relevant skills.

### OTHER COUNCILS

Edinburgh is far from the only case where cycle or Safe Routes projects have fallen behind. There are examples in West Lothian, for example, even though it emerges in our survey [p4-5] as a top cycle-friendly council. *It is often forgotten that cycle/SRS projects may be relatively cheap in money terms, but need a lot of staff time - there may be land acquisition, consultation, legal orders, etc, just as for far more costly road-building projects. Thus councils need to consider carefully their staffing structure.*

**In conclusion, we hope Edinburgh's new structure, if well managed to ensure internal credibility, will bring wide application of cycle skills across the department, and faster progress on cycle policy initiatives. If successful it will be a model for other councils.**

## HEALTHY CYCLING

Spokes 68 highlighted our disappointment over inadequate links between Scottish Office cycling and health policy. We were aghast at Health Minister **Sam Galbraith's** apparent view that integration of walking/ cycling into daily lifestyle was an impossible dream, and everyone should go to their local sports centre instead!

Subsequently, we were disturbed to find a similar view in the **Scottish Public Health Green Paper**, particularly when the English equivalent is far more enlightened. The physical activity section devoted 5½ paragraphs to sport, healthy travel being tacked on inside the final paragraph, and with no cost-effectiveness comparison of the two approaches. Exercise was something to be 'taken' - an add-on to everyday life, not part of it. Spokes made a forceful submission, which we circulated widely, drawing many supportive comments - notably from Drs. **Helen Zeally** and **Harry Burns**, Public Health Directors for Lothian and Glasgow, who both sometimes bike to work.

Letters from Spokes and several members to the Health Minister were instead passed to Transport officials for reply, and a request for a national seminar on Cycling and Health (similar to 3 English regional meetings) refused.

Eventually, to our relief, Mr Galbraith wrote to one of our members, back-peddalling furiously on his previously reported comments! He now insists that daily activity such as walking/cycling is "no less important" for health than is sport (we would say more so!), and promises the Public Health White Paper will address this. *We thank all members who were disturbed by our article and wrote to their MP about it. You may well have helped improve government policy on transport and health!*

### LOTHIAN PHYSICAL ACTIVITY STRATEGY

Locally, Lothian Health has set up a team to develop a strategy for greater physical activity throughout Lothian - workplaces, schools, leisure, shopping, home - wherever people live or move! Spokes member David Leslie, whose interests include adult cycle training, is our representative. *Contact him with ideas/suggestions: dleslie@bcs.org.uk or 0131.441.5676. David may also set up an email list for interested (online) members.*

One possibility could be cycling advice/opportunities at the government's planned **Healthy Living Centres** [HLC details 0131.244.2502, Mrs Hunt, Scottish Office]. These locally-managed centres will get big lottery funding, and are looking for innovative ideas, but all ideas (eg cycling elements) depend on having interested local people.

**Innovative cycling-health links are now getting wide recognition.** Our p1 photo shows a Scottish Office-funded scheme at **Dundee's Downfield Surgery**, where suitable heart, lung, diabetes, blood pressure and other patients are offered a bike on loan, and less or no pills! [Herald 16.7.98] Patients in their 50-60s who haven't used a bike for decades are enthusiastic. Senior partner **Dr Dunbar** said the initiative is "pure common sense", though local Tory councillor Neil Powrie called it "a gimmick".

Post this to: **SPOKES, St.Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.** Where did you find this leaflet?

*"I'm interested in joining SPOKES. Please send a membership application form,*

*SPOKESHOP pricelist, and recent issues of SPOKES"*

**✉ Please enclose a stamped addressed envelope (9" x4" if possible).**

*Please enter your name, address, postcode*