

Spokes the Lothian Cycle Campaign 0131 313 2114 spokes.org.uk spokes@spokes.org.uk twitter @SpokesLothian
St Martins Centre, 232 Dalry Road, Edinburgh EH11 2JG - this is a postal address, Spokes is a voluntary body with no staff

FUTURE STREETS ?

Edinburgh Council has approved a hugely ambitious *Future Streets* transport plan, with a pedestrian-priority **city centre** free of through motor traffic; and **main road** space reallocation to provide a protected cycle network and higher bus priorities.

This is truly groundbreaking - but will it actually happen and, if so, when? See pages 6-7 for more.



How sections of the A8 would look under the plans. St Johns Road shopping area will be a challenge for safe cycling, pedestrian priority, bus and car, though signalisation at Drumbrae is proposed to reduce car numbers

SCOT GOV RETREATS [more on p3]

- ◆ The promise to **cut car-km 20%** by 2030 looks flakey
- ◆ Following the 24/25 budget, **Active Travel (AT) cash** is a record £220m, 5.6% of transport. A truly big rise in recent years and far above UK AT spending. *However*, it is way below the 10% promised in the 2021 Bute House SNP/Green accord and regularly restated by Ministers
- ◆ The **rules for allocating AT cash to councils** are changing. We fear this will mean some councils are less likely to set up large, multi-year, projects; and that some small councils might even end *all* AT investment. Furthermore, behaviour change cash for employers, schools, etc, may also become less widely available.

SPOKES BULLETIN

Spokes now publishes a meaty 'roughly-monthly' email member circular. Our previous 3-a-year printed Bulletin [\[spokes.org.uk/bulletin\]](http://spokes.org.uk/bulletin), sadly, is now history - but we still plan a printed Bulletin like this once or twice a year: useful for bike leafleting, bike shops, libraries, etc. *Let us know if you could use a supply e.g. for bike leafleting.*

CCWEL OPEN AT LAST !!

After a 10-year gestation, the City Centre West East Link, Edinburgh's first substantial main road protected cyclistroute, was officially opened on March 20 by Active Travel Minister **Patrick Harvie MSP** and CEC Transport Convener **Cllr Scott Arthur**. There are many lessons, but let's celebrate: then extend to Gogar! [A8, opposite]



School commuting time at Roseburn [Rosie Bell]

Famed for its delays, CCWEL's agonies resulted from the Scottish Government's labyrinthine Traffic Order rules, doubts by some politicians, a highly-seasoned local objector, and a long period of Council staff cuts. More than once councillors nearly scrapped CCWEL, and in 2016 it was only saved by the political nous of the then Transport Convener **Cllr Lesley Hinds**.

Big thanks are also due to the subsequent Convener, **Cllr Lesley Macinnes**, long-suffering Council officers, and campaigners – notably **Spokes** and the superb local **Roseburn Support Group**.

[For a detailed history: see [11.2.22 blog](#) at spokes.org.uk]



2016 support ride organised by CityCyclingEdinburgh.info

- ◆ **Edinburgh Future Streets** – p6/7
- ◆ **Home Bike Storage** – centre page pullout
- ◆ **Tramline Crash Reporting** – p4
- ◆ **Friendly organisations** - p5
- ◆ **Climate crisis** – p8, happening too fast
- ◆ **Highland Explorer** – p8, Mallaig/Oban bike/rail

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!

PAVEMENT & DOUBLE PARKING

Edinburgh was the first Scottish Council to enforce the long-delayed Scottish Government law prohibiting **pavement**, **drop-kerb** and **double** parking. Many feared a 'war on the motorist' reaction, and other Councils were perhaps waiting to see how the pioneer fared!

Edinburgh, however, went ahead, with a major advance campaign strongly led by the Transport Convener, showing the problems for wheelchairs and buggies, engaging with people in potentially difficult streets, preparing for difficulties, and publicising enforcement.

And, largely, it worked, with relatively little social media angst. Enforcement is ongoing, with a council reporting page at edinburgh.gov.uk/incorrectlyparked.

There are unexpected benefits too: A pavement gritter driver said, "It's the first time I have gritted the whole Swanston Gardens pavement without bumping up and down the kerb to avoid parked cars. What a difference!"



All pavement users benefit, not just wheelchairs & buggies!

BIKE HIRE

There are growing hints that Edinburgh is near to a deal on a new bike hire scheme, and at no ongoing cost to the Council. Meanwhile Glasgow's scheme is booming, with bikes trebled to nearly 1200, including 159 electric, over 100 bike hire stations, and ½ million trips in 2023. [Scotsman 28.2.24 by Alastair Dalton]

FOR YOUR DIARY [spokes.org.uk for more info]

May 31 – June 9 Edinb Festival of Cycling, edfoc.org.uk
Rides, talks, films, and Spokes Public Meeting...

..June 5 [provisional] Granton Tramline & Roseburn Path

June 10-16 Bike Week 2024 cycling.scot/bike-week
including Spokes Bike Breakfast [to be confirmed]

LEISURE BIKE RIDES - www.cycling-edinburgh.org.uk
includes 'very easy' rides, regular rides, weekend rides.

ONLINE MEMBER MEETUPS

Last year's trial was friendly, enjoyable and useful, with ideas shared from bike storage to air quality monitoring at schools. People are randomly split into groups of four, to chat for 10 mins. Any dates will be in member emails.

SPOKES COMPETITION 2024

Last year's competition, [Bike Storage at Home](#), found loads of interesting ideas, many innovative, resulting in a factsheet included in the printed copy of this Bulletin. Our 2024 comp will be launched on our website, and members informed, with another fantastic set of prizes. The theme will be **Cycling and Sustenance** – i.e. cycling and anything related to food or drink. For example..

- ◆ a home recipe you cook for long bike trips
- ◆ voluntary work to collect/deliver surplus food
- ◆ your favourite cafe for bike rides [NB: there's a great cycling cafe list at mellowvelo.org.uk/cafes.html]
- ◆ food shopping (by bike of course!)
- ◆ taking home tools and produce from your allotment.

SPOKES MAPS

"Awesome map"
"It's invaluable"
"Fantastic maps"
"It's gorgeous"

Just a few happy customers!

Full info at..

spokes.org.uk/spokes-maps

SPOKES East Lothian Cycle Map (2023)

A strong and durable all-weather map specially designed for cyclists



East Lothian Cycle Map



SPOKES 2024 MEMBERSHIP RENEWAL

Members due to renew will be notified, so no need to ask

THANK YOU

Spokes is funded by donations from our 1000+ members and sales of our unmissable maps. Thus we can speak out without fear or favour, not worried about losing funds.

[Join Spokes!](#) Download or phone for application form.

SPOKES BULLETIN INFORMATION

Editor Dave du Feu Bulletin text may be used freely, if you credit us and give our website. **Created with** libreoffice.org

CARGOBIKE GRANTS

Thanks to kind donations from Spokes members, and Galashan Trust help, Spokes continues to offer grants to **community organisations** and **microbusinesses** who need a cargobike. Recently including [Farrot Deliveries](#), [Cycling Gardeners of Edinburgh](#), a plumber and a [household handyman service](#). Also, occasional grants to **Spokes member households** using surplus from map sales.

Details at: [spokes.org.uk: documents: advice: cargo-bikes](https://spokes.org.uk/documents:advice:cargo-bikes)



THE DISAPPOINTING PAGE

SCOTTISH GOVERNMENT

BACK-PEDALLING ON TRAFFIC REDUCTION ?

There are disturbing signs of government back-peddalling on its 'commitment' to reduce car-km 20% by 2030, first announced in [December 2020](#) as part of Climate policy.

◆ The **24/25 budget decisions** grow trunk road cash and reduce total sustainable transport funding [see below]

◆ A [draft 'route map'](#) to reach 20% was belatedly published in Jan 2022, but it postponed decisions on car demand management. Two years later, March 2024, the final route map has still not been published, and leaks suggest that Ministers are politically unhappy with the necessary demand-management measures involving road-user charging of one sort or another. Scottish transport expert **Prof Iain Docherty** [[@iaindocherty](#)] says it is time for "some very straight talking" on this.

◆ The 20% reduction was a '[commitment](#)' in the original document, and regularly so named by Ministers in early years. Now they usually use a far weaker term, '[target](#).'

FUNDING FOR TRANSPORT & ACTIVE TRAVEL

The 24/25 budget was bad on sustainable transport at a time of climate crisis and given the 'commitment' to cut car-km 20% by 2030. **Rail** was cut by £80m, a major **bus** fund was 'paused' for a year after the budget, and whilst **AT** money rose by £30m, there was a parallel £63m cut to the **Future Transport Low Carbon** line in the budget.

In contrast, **trunk roads** were given £210m extra. Ironically, road cash is needed to tackle growing climate-related damage (e.g. A83) but it also funds road expansion like A9 dualling, thus raising traffic emissions!

If anything here concerns you, contact your MSPs

Find them at www.parliament.scot/msps

THREATS TO CYCLE PROJECTS

There are major changes in 24/25 to **how the AT cash will be passed to councils**: some beneficial, others with serious downsides. It's complex, but as we understand it:

Major risk to large bike projects

Capital funds for project construction will be from a new *Active Travel Investment Fund (ATIF)*. But funding will be only for one year, so multi-year projects have to reapply each year – a serious financial risk for hard-up councils.

Applications must be tender-ready, and the fund will only open once or twice a year so lots of delay potential.

Some councils may stop all AT investment

In 2002 the Transport Minister was Spokes member **Sarah Boyack MSP**. Many small councils invested zero in cycling, so she set up the CWSS fund, to be used only for AT, payable to all councils, and based on population size.

This ring-fencing has now gone. Councils will get a similar amount but can spend it on anything, although if it is not spent on AT, the council loses eligibility to apply for ATIF cash. With Councils now cutting many services, small councils in particular may be tempted to end all AT investment and reallocate the CWSS replacement money to non-transport services, returning us to pre-2002.

Behaviour change (BC) uncertainties

Research has shown that BC initiatives, alongside improved infrastructure, can help generate and maintain use. From 24/25, BC funding will be disbursed via Regional Transport Authorities (RTPs), instead of Cycling Scotland, Paths for All and Sustrans.

As an example of possible downsides: currently any employer, school, campus, etc can apply direct to Cycling Scotland's *Cycling Friendly* schemes for BC support and funding. In future it depends if RTPs or Councils create local schemes: a clear Scotland-wide setup may be lost.

EDINBURGH: FILTERS REMOVAL

◆ **Main roads need segregated bike lanes**

◆ **Residential areas need freedom from through traffic**

Edinburgh's *Future Streets* policies in effect say that; yet the 7.3.24 Transport Committee voted to remove traffic filters and install a north-south cycle route in the residential Braid area (Greens and SNP opposing).

Deputations by [Spokes](#), [Blackford Safe Routes](#), and [Braid Avenue residents](#) argued forcefully to retain the filters. But a confusing mess of politics and a consultation, self-selected, omitting option costs, and treated as a referendum, led to the perverse decision - which officers plainly told councillors conflicted with their own policies.

The filters had reduced through-traffic by 39% and cut traffic speeds from an average 28mph to just 17mph – suggesting speeding is due to rat-runners, not residents.

Ironically, at their previous meeting, the Committee had voted for a city centre policy with some **30 new filters!**

Cllr Bandel made an impassioned speech asking if councillors would really vote to worsen road safety (as the report made clear) in the week when an 11-year old cyclist, Thomas Wong, had been killed on the roads.



7 c) Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps
Speaking: Cllr Jule Bandel

The decision will maintain safe north-south cycling on the new route, but will worsen most pedestrian trips and east-west cycling. The only 'benefit' we can see is a small time saving for motorists on affected routes.

However, an 18-month legal Experimental Traffic Order process is underway, and if the previous speeding and rat-running reappear then filters may well return – as Convener Cllr Scott Arthur himself hinted.

TRAMLINE CRASHES: PLEASE REPORT

CRASHED ON TRAM LINES?



Report it at www.tramcrash.co.uk
& help us improve cycle safety

Spokes gets many reports of tramlines crashes, some with serious injury. Based on this and other sources, we have prepared an info sheet on causes and how, hopefully, to reduce your risk of becoming a victim.

For the full info sheet and our own reporting page, see Vital Links at spokes.org.uk.

Crash causes vary between cities, e.g. due to poor/good layout design and track installation/maintenance quality.

TRAMLINE CRASH INSIGHTS

- ◆ Many crashes are at tramline-crossing blackspots; but many are also to people cycling *in the same direction as the rails* (sometimes caused by traffic pressures)
- ◆ Many crashes are to *experienced cyclists*, due to an unexpected or unseen hazard: see 'Reducing the Risks'
- ◆ Many crashes result from *skidding* rather than wheel-trapping. Skidding is more likely when wet and/or when tramlines protrude slightly above road surfaces
- ◆ An underlying problem is *poor layout design*; e.g. not providing separated bike lanes. Thus while the Council has tackled some issues, many cannot be fully solved.

An advertisement for Cycle Law Scotland. It features a photograph of a woman wearing a helmet and a light-colored jacket, riding a bicycle with a basket on the front. The background is a blurred city street. The text 'Cycle Law Scotland' is prominently displayed in the upper left. Below it, the slogan 'Because we cycle too.' is written. On the right side, the contact information '0333 555 7783' and 'cycellawscotland.co.uk' is provided.

REDUCING YOUR RISKS

These suggestions are made in good faith, but Spokes can take no responsibility for any consequences of using them. For a fuller version see website address above.

- ◆ approach tramlines as close to 90 degrees as possible, though the tramline layout often makes it impossible
- ◆ an angle of 60 degrees or more is said to be pretty safe from wheel-trapping; but be aware that skidding is still a serious risk, especially if wet
- ◆ cross tramlines in a straight line. When cornering, the bike leans slightly, making skidding more likely
- ◆ don't slow down, and do keep a sensitive but firm grip on your handlebars. This should reduce the risk of your wheel being deflected into the tramline groove
- ◆ don't brake – this can make skidding more likely
- ◆ if possible (it's often not!) keep a distance from motor vehicles, especially behind you. Traffic pressures make crashes more likely, e.g. affecting your crossing angle
- ◆ cycling between tramlines is often traffic-free, but we don't advise it as it means two tramline crossings at dodgy angles – and we know of crashes that resulted
- ◆ be very aware that many crashes are to experienced cyclists who regularly use tramlined roads - but there was an unexpected hazard, e.g. a tramline marginally too high, wetness causing slippage, or traffic pressures
- ◆ we hate to say this, but if the location or situation seems particularly dangerous (e.g. wet, lots of traffic) discretion may be the better part of valour ... it may be wise to get off and walk - if that is possible.

Allan McDougall

SOLICITORS

Expert legal advice for cyclists

0808 560 0872

allanmcdougall.co.uk

*With you every
pedal of the way*

IF YOU ♥ SPOKES YOU MAY ALSO ♥ THESE



transform.scot
Scotland's alliance for sustainable transport

- ◆ More people walking, wheeling, cycling
- ◆ More people using buses, trams, trains, ferries
- ◆ Less car use, less flying
- ◆ Move freight from road to rail and sea



infrasisters.org.uk

Mass rides on dark winter evenings, calling for night-time cycling infrastructure safe and comfortable for women and girls

- ◆ on-road infrastructure protected from traffic or offroad well-lit direct routes
- ◆ well-signed routes with exits, not walled both sides
- ◆ routes which use natural surveillance

edinburghcriticalmass.wordpress.com



Cycle together with others: reclaiming the space, getting to know the city, meeting other cyclists and generally having fun

- ◆ Last Sat every month, 2pm Middle Meadow Walk
- ◆ There are 300+ CM rides in the world each month

SPOKES PARTY



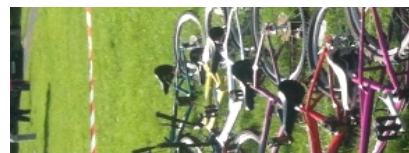
twitter.com/SpokesParty

A Spokes local group, working to make walking, wheeling & cycling safer, easier and fun for people in Edinburgh East.

Safety at Kings Rd roundabout, site of two cyclist deaths, is a big campaign

Also SOUTH EDINBURGH twitter.com/Cyclesouthedin

CityCyclingEdinburgh.info



// CityCyclingEdinburgh Forum

- ◆ Excellent rules - no personal insults, no swearing!

Online site to discuss any Edinburgh cycling topic

- ◆ Useful info and entertaining comments



edi.bike

Great new info source!

Weekly newsletter on infrastructure progress, road closures, community events, odds n' sods, to help with getting around Edinburgh/Scotland on bikes of all kinds



sw20.info

Local group Currie/Oxgangs/Colinton, seeking to encourage local living, name reflects 20mph & 20min neighbourhood

- ◆ Lobbying, cargobike hire, tool library, and more
- ◆ Frequent useful evidence-based info on social media



stopclimatechaos.scot

"Climate change is the greatest challenge of our time"

- ◆ Diverse coalition of over 60 civil society organisations

- ◆ *Climate manifesto*: stopclimatechaos.scot/manifesto

Bike Buses

[photo Andy Catlin]



- ◆ BlackfordSafeRoutes.co.uk is a top Safe Routes to School body, fighting for Greenbank/Meadows quiet route and supporting the Wee Unicorns Bike Bus
- ◆ Daddle.co One-stop shop for Edinburgh bike buses
- ◆ Spokes Bike Bus web page – loads of resources. Go to spokes.org.uk > documents > other > bike buses



livingstreetsedinburgh.org.uk Campaigning for...

- ◆ walking and wheeling as a safe, enjoyable, accessible, healthy way to get around Edinburgh
- ◆ reducing motorised traffic and its impact on people



thebikestation.org.uk

A charity bike business selling refurbished bikes and reinvesting in local community programmes in Edinburgh & Perth. Including..

- ◆ Free 'Wee Bike Library' for children
- ◆ Work with people from under-represented groups
- ◆ *Donate a bike; buy a bike; volunteer your time*



cargobikemovement.com

"We shift hearts, minds and other stuff by cargo bike"

- ◆ Cargo bike loans
- ◆ Cargo bike advice, try-outs, loans
- ◆ Volunteer to deliver surplus

supermarket food to people who need it

Future Streets: CITY CENTRE

The map below shows the critical section of the Council's agreed option to remove through traffic from the City Centre. Traffic filters will allow private motor traffic to enter 3 areas, New Town and East and West Old Towns, but not to travel between them. Note that Final details are still to be worked out, including the exact location of the traffic filters.

If implemented, this will be the bravest Council transport decision since Cllr David Begg removed private cars from Princes Street [in 1996*](#)

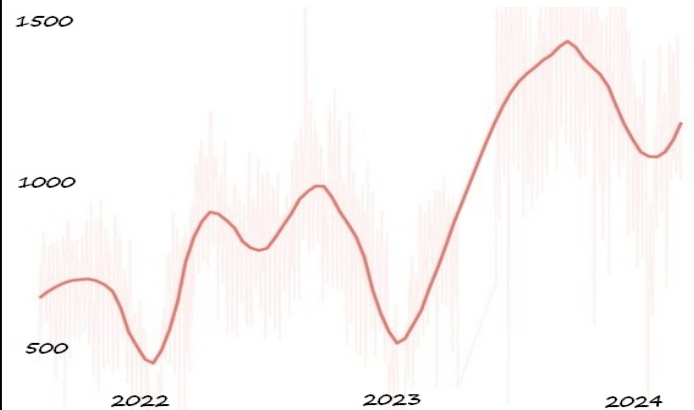
*He also installed bike lanes, sadly removed by a later council

Of course, many questions *and uncertainties* remain ..

- ◆ When will implementation happen? Given the Council's 2030 targets, we'd hope for 2024 or 2025.
- ◆ Will it happen 'in a oner' (as Ghent did – though Ghent is very different to Edinburgh) or in steps, perhaps leading to interim problems & objections
- ◆ Lothian Road traffic may rise greatly – the Council says bike lanes & bus priority are still intended
- ◆ Traffic may rise greatly at the West End – a top danger spot in the Council's *Major Junctions Review*

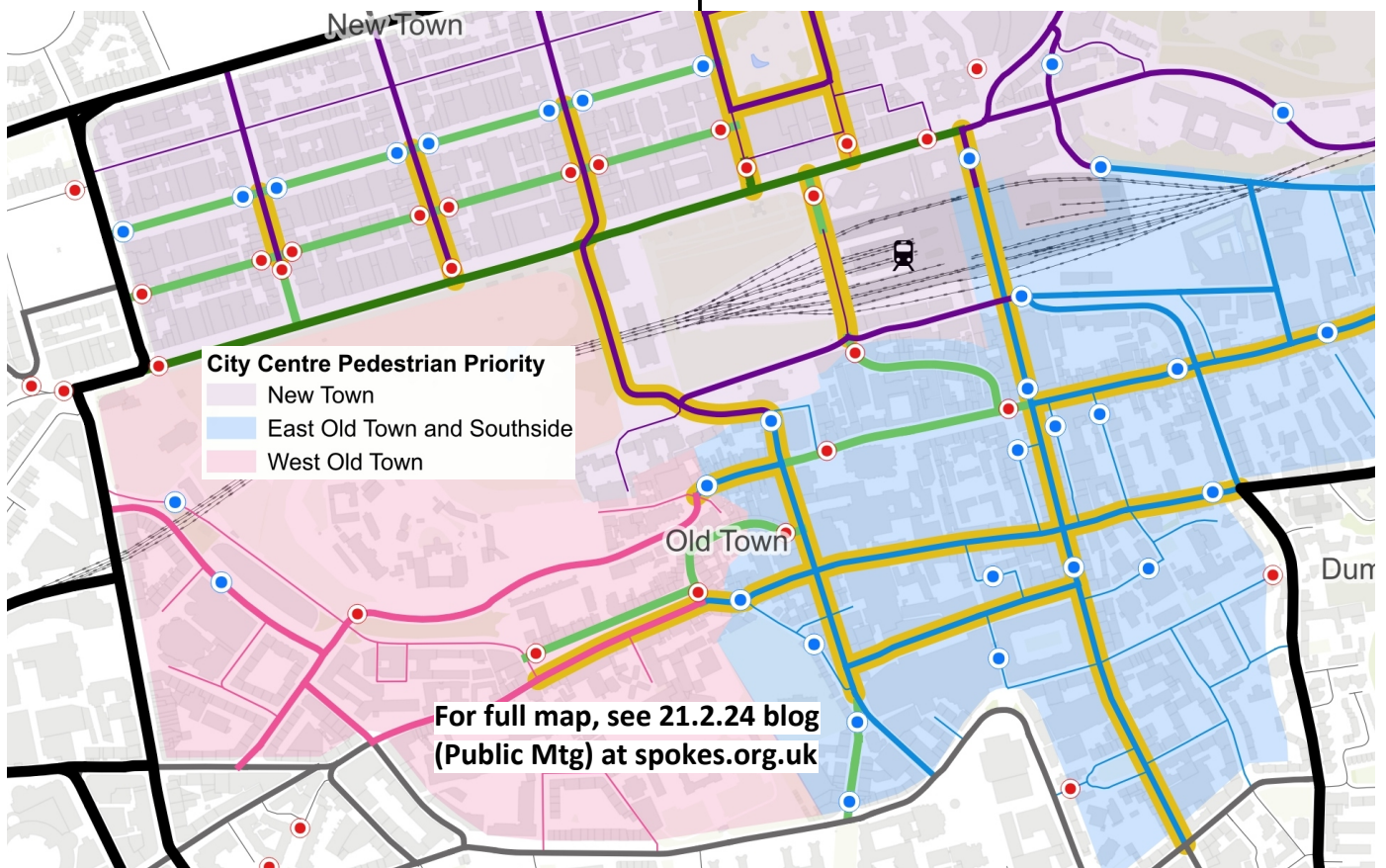
CYCLE LANE BIG SUCCESS

Data from the Omni Centre automatic counter shows a [dramatic rise](#) in bike trips since Leith St lane opened.



[Ed Tissiman](#), who extracted the data, predicts similar for the Leith Walk lanes, for all their faults, due to the latent demand for traffic-free cycling to/from Leith.

The *Future Streets* plan to close N Bridge to cars [p6] makes **extending Leith St lane** uphill to Waterloo Place a no-brainer. In our [2017 campaign](#), we recall Cllr Scott Arthur (then a backbencher) voted with Greens for this!



City Centre Pedestrian Priority
 New Town
 East Old Town and Southside
 West Old Town

For full map, see 21.2.24 blog (Public Mtg) at spokes.org.uk

- Existing Traffic Filter and Managed Access
 - Potential Location of Traffic Filters (see note 1)
 - Pedestrian Priority and Cycle Access
 - Proposed Pedestrian Priority with Managed Access (see note 2)
 - Existing Pedestrian, Bus and Tram Priority with Taxi and Cycle
- General Traffic Network**
- Primary
 - Secondary
 - Local
 - Local Access to New Town
 - Local Access to East Old Town
 - Local Access to West Old Town

Future Streets: CYCLE NETWORK

The map shows part of the Council's Future Streets Circulation Plan cycle network. We strongly welcome the intention that the 'Primary Cycle Network' should be largely segregated routes on main roads.



Most of Edinburgh's often excellent *offroad* network is now called 'secondary' ... this is not to downgrade its value but to recognise its different role. Main roads are generally more direct, so better for regular journeys. Offroad paths form link routes, local area connections, some primary connections where main roads are problematic, and of course have big recreational value.

Questions & uncertainties

- ◆ The primary onroad network must be *fully connected* as any break risks putting people off from using the entire route. This particularly matters at *junctions* – the most dangerous locations and the hardest to treat!
- ◆ The report (#4.15) says "*many*" sections are to be secondary rather than primary (what does that mean on the road?) if segregation is unfeasible due to road width or locally greater priority for walking or bus/tram.
- ◆ Given the Council's 2030 traffic reduction and net zero targets, *implementation* is urgent. [One expert said](#), "*This means looking at much, much wider/routine use of quick, adaptable light segregation.*" For example, like Holyrood Road and/or Spaces for People designs, with careful thought to bus stop bypasses & junctions.

TRAMLINE GRANTON EXTENSION

After a doubling of Edinburgh tram patronage from the Newhaven extension, the Council is to consult this summer on a line from Granton to the Bioquarter.

The Granton section is highly controversial! ...

either onroad via Orchard Brae, Dean Bridge, West End *or partly offroad* with a walk/wheel/cycle path beside, via Roseburn path south from Telford Rd to Russell Rd.

Either route has major implications for *public transport* and for *cycling* (good & bad). Spokes has laid out pros and cons as we see them at [spokes.org.uk \[21.2.24 blog\]](#).

Unfortunately there is widespread misinformation. We know of no councillor or officer who said cycling would be banned if the tram used Roseburn, though the initial Transport Cttee report did say, "discouraged."

However, following a rapid and intensive campaign by Spokes [\[1.2.24 blog\]](#) and others, the Committee made clear that the consultation must treat cycling positively, certainly not to be 'discouraged,' and must consider both tram options, offroad and onroad. **If you emailed your councillors in our campaign, thanks!**

'SPACES FOR PEOPLE' BIKE LANES

The corrected [Experimental Traffic Regulation Orders \(ETRO\)](#) for the SFP lanes are being published this Spring, in succession, for City Centre (TRO/21/26A), East (28A), West (30A), North (27A), South (29A). We strongly support the lanes, but improvement is needed.



"A journey I would have made by car until now. Never would have cycled on Queensferry Rd with my 10yo!" @stellotape56

Why you should respond...

- ◆ After 6 months consultation, changes can be made. We suggest you comment on their overall value, then propose improvements for specific schemes you use.
- ◆ ETROs give the Council legal power to make the lanes permanent (or further modify or scrap them) and final decisions must be made within 18 months.

You'll be able to find info at [spokes.org.uk/consultations](#) and members will be updated in our monthly emails.

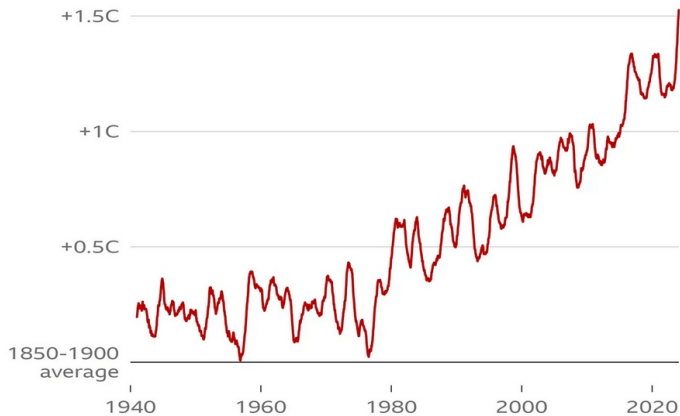
The Orders will also be at [edinburgh.gov.uk/trafficorders](#).

CLIMATE CRISIS

For the first time, annual global heating exceeded 1.5C last year. Feb 2023 to Jan 2024 hit 1.52C according to the EU Copernicus Climate Change Service. Changes which took 10,000s of years now happen in just years. "This far exceeds anything acceptable," Prof Sir Bob Watson, former chair of the UN's climate body, told the BBC. "Look what happened with only 1.5C - floods, droughts, heatwaves, wildfires all over the world."

Temperature rises pass 1.5C for full year

Average global air temperature compared with pre-industrial levels, running average of 365 days

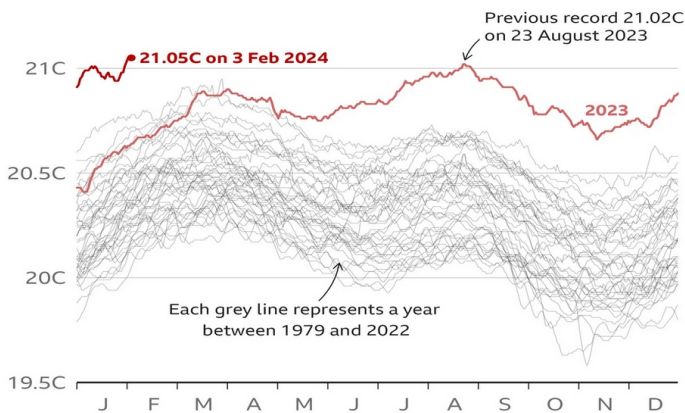


Source: ERA5, C3S/ECMWF

B B C

Ocean temperatures highest on record

Daily average sea surface temperature between 60° North and 60° South, 1979-2024



Source: ERA5, C3S/ECMWF

B B C

RAIL & BIKE/RAIL

ScotRail's website has extensive info on many aspects of bike/rail. Go to scotrail.co.uk/cycling.

The 20-bike-space Mallaig and Oban **Highland Explorer** coaches are proving a real hit, with 29% passenger growth from 2022 to 2023, and platform extensions planned at 8 stations, from Helensburgh to Roy Bridge, to accommodate longer trains [[Network Rail news, 25.1.24](#)]



Nearer home, Scotland's biggest passenger-train-less urban area, Levenmouth, sees its 8km line reopening this Spring, with [bike/walk routes](#) to the two stations. Congrats to the tireless levenmouth.co.uk campaign!



Rail future, however, is concerning: the Scottish budget cuts rail by £80m, whilst road is up by £210m. [p3]

HOW TO CONTACT POLITICIANS

1. Simplest - find them **all** at www.writetothem.com. Or...
 2. MSPs – you have one constituency MSP and several Regional MSPs. Find them at scottish.parliament.uk/msps
 3. Councillors web+phone below **Who runs the council?**
- | | | |
|--|---------------|----------------|
| edinburgh.gov.uk | 0131.529.3186 | Lab (minority) |
| eastlothian.gov.uk | 01620.827827 | Lab (minority) |
| midlothian.gov.uk | 0131.270.7500 | SNP (minority) |
| westlothian.gov.uk | 01506.280000 | 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.

USEFUL CONTACTS

- Suggest bike parking sites:** activetravel@edinburgh.gov.uk
Adult cycle training: 668.1996 info@thebikestation.org.uk
Bikes on rail, bus and ferry: www.travelinescotland.com:
Potholes, glass on paths, broken lights, in Edinb/Lothian:
 [Use lamp-post numbers to report location]. 0800.232323
www.edinburgh.gov.uk/clarence. Or www.fillthathole.org.uk.
Bad glass/dumping [Ed only] Rapid Response 0808 100 3366
Taxi issues: licensing@edinburgh.gov.uk [try taxi firm first]
Lothian Buses: mail@lothianbuses.com 554 4494.
Dangerous drivers, mobile use, drink-driving, speeding, other road crime: see www.spokes.org.uk : links : reporting
Emotional/practical victim support: RoadPeace 0208964102

Help Spokes, other cyclists and yourself by joining us!
 Download a membership form at www.spokes.org.uk