

the un-coordinated local transport information and ticketing. The Council replied "Tickets covering bus and rail have been available... in the past, but the competitive ethos forced on bus companies and BR has led to the demise of the scheme". The reply on behalf of the PM unashamedly admitted "I am aware that some local authorities have ceased to produce comprehensive timetable books, as instability of services... makes production difficult." When SPOKES asked for a box of ScotRail bike leaflets, they were sent by road: ScotRail would have had to pay another sector of BR to send them by train, and road was 'cheaper'.

SOME HOPE REMAINS - & YOU CAN HELP!!

Many Conservative MPs, especially those with commuter or rural-rail constituencies, are worried - and the plans have already been watered down. Tory MP **Robert Adley**, a rail expert and chair of a Commons Committee studying the future of rail, called the original privatisation plans a 'Poll Tax on Wheels' [Scotsman 23/1/92]. So there is still scope to get more changes, before and after the Bill is published.

The Cyclists' Public Affairs Group (representing CTC and Campaign Groups) is already lobbying government. **They urge cyclists to contact MPs now.** You may wish to comment on general issues such as comparison between road and rail investment. But please do describe the importance to you of improved bike-rail provision, and ask for some or all of the

following to be included in any privatisation Act...

- ★ **Environmental objectives, including boosting bike-train, to be set for all rail companies and BR.**
 - ★ **Cycle spaces (possibly joint push-chair/wheel-chair) to be compulsory in new rolling stock**
 - ★ **Cycle carriage to be a requirement of train franchises.**
 - ★ **A national timetable with full bike-space information**
 - ★ **'Through-ticketing' to include cycle reservations even if journeys involve more than one company.**
 - ★ **Bike parking/access a condition of station sell-offs.**
- Please do write - see p.1 to find your MP's address - and do let us see the reply.

?? WOULD YOU BELIEVE IT ?!?!?

In Berlin the metro takes 6 bikes per carriage (48 per train!) and 20 bus companies carry bikes. Bike-train is free to season-ticket holders [CTC Cycle Digest No.3]. *In Holland* 35% of rail passengers cycle to the station.

!British Rail took 13,000 bikes home on 20 special trains after the annual London-Brighton ride! [Guardian 22/6/92] *! "By various routes 7 cyclists arrived at Newport for the next train to Hereford. This happened to be a Sprinter. The station supervisor arranged for the 7 bikes to be taken by road and, because we had been inconvenienced, he gave each of us a £2 BR voucher for refreshments."* [letter to CTC magazine, Oct '91].

!Regional Railways Director Gordon Pettitt told the RDS more bike space 'could' be provided when Sprinters were refurbished (but RDS thinks the government wouldn't like this) [Railway Development Society mag, July 92].

Available now from good book and bike shops: or send £2.50 cheque to SPOKES (inc p6p).

THE SPOKES CITY BIKE MAP

INSIDE

*** CYCLE TEAM 5-YEARS OLD

*** CANAL NEWS

*** SCOTLAND BIKE NEWS

*** AUTUMN EVENTS

SPOKES

LEAFLET 49
AUTUMN
1992



NEW BIKE-TRAIN THREAT

Government rail privatisation proposals bring new fears for bike-train travel. We have had our problems with BR(!), but that could be nothing compared to a multitude of companies, all out to maximise profits. We could see...

- ★ **Yet less bike space in new stock, due to less investment**
- ★ **Higher charges when/if space is provided**
- ★ **Even greater difficulty planning journeys with a change of trains (and of companies)**
- ★ **Railcards/tickets/bike-fares only valid on one company**
- ★ **No recognition of 'external' benefits (environment, health, tourist, etc) from boosting bike use.**

With privatisation almost certain, cyclists' organisations are seeking safeguards on such fears. **We need YOUR help in writing to your MP - see below.**

Rail expenditure is already very low by European standards, and the government may wish to reduce it further by passing responsibility to private companies, who would have to raise fares. Support for rail in Britain is called 'subsidy', and the government boasts it is down to 0.14% of GDP. In Europe it is around 0.7%. Rail investment per head in Britain is 1/2 Spain's figure, 1/8 that in Italy, Sweden and France, and comes largely from fares, BR property sell-offs, etc., rather than government funds.

In the run-up to privatisation, major new investment has already been scrapped. One of BR's top priorities, 31 Glasgow-London Inter-City 250s, have been dropped due to 'uncertainty caused by... privatisation' [Scotsman 4/8/92]. The CBI director-general says "It is absolutely essential privatisation is not used as an alibi for cutbacks on investment" [Guardian 15/7/92]. General Napier, independent passenger watchdog committee chairman, said "I'm anxious about the future, and my anxiety is related to privatisation and the level of investment" [Scotsman 5/8/92]. It is also unclear, incidentally, if such committees will be allowed to investigate passenger complaints on private rail companies.

With the fears about basic investment, and a call (later withdrawn) by a transport minister for "cheap and cheerful" trains for people like 'typists' and "luxury" travel for businessmen, it is hard to be confident about rail's future, let alone bikes on trains. **INFORMATION MUDDLE**

Another worry is lack of co-ordination between the private companies. Railcards and tickets could be valid for limited areas, and bike-carriage information (or even timetable information) for outside one's home area even harder to get.

The experience of bus deregulation, and changes already forced on BR in preparation for privatisation, show these to be real fears. A SPOKES member, after a Cardiff-based holiday, wrote to the council and Prime Minister about

*** Continued on p.8

WHO TO WRITE TO

We often suggest you contact your MP or councillor. Letters and surgery visits are good ways of doing this. If you don't know the name, address, surgery times, etc, phone the Citizens' Advice Bureau and give your street - they can then look up the details for you. **Central Edinburgh CAB is 031-557-1500.**

*** PUBLIC MEETING ***

People-friendly and environment-friendly transport is creeping up the agenda everywhere. 'Environment Charters' are all the rage. Come along to find out from 2 leading politicians what your local councils are (or are not!) doing for cyclists...

Cllr Ron Muir, Lothian Region Transport Chair, and **Cllr Bob Cairns**, Edinburgh District Planning Chair. Also: Video of the famous Dutch plan to boost cycling 30% & reduce road deaths by 50% by the year 2010.

Place: **Friends Meeting House, Victoria Terr** (off Geo.IV Bridge). Date: **Tuesday 3 Nov. Time: 7.30.** Come early for coffee, stall and chat from 6.45. **Special SPOKES map offer tonight only: £2 for one or £15 for 10 (buy in bulk for work or school!).**

EILEEN'S REALLY HAPPY!!

In SPOKES 48 we complimented **Central Region** on their imaginative transport strategy public consultation. The result, now agreed by the council, is per-

<p>Eileen feels happier about the new measures, as they affect her children. She also appreciates the difference it</p> <p>CENTRAL REGION TRANSPORT CONSULTATION</p>	 <p>has made to life locally, with stower and less traffic and cleaner air. In fact she has been actively thinking about cycling! The new local cycle way has made that a safe and attractive possibility.</p> <p>Lorries are now kept out of the local centre and it has become a much more attractive place to live and shop.</p>
---	--

haps the biggest turnaround on transport ever in Scotland. Major points include...

- ✓ **Road spending** slashed from 90% to 33% of the transport capital budget, and many projects scrapped
- ✓ **£200,000 pa on cycle facilities - more per head even than Lothian!!!** Grangemouth to be 'cycle-friendly' town.
- ✓ **£1/2m pa rail investment**, with re-opened lines to Alloa and Grangemouth.
- ✓ **£0.9m pa pedestrian schemes** & better street lighting.
- ✓ **£0.6m pa on traffic calming measures.**

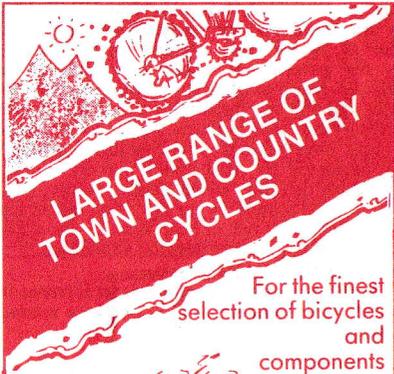
Of course, previous policies were very road oriented, and to some extent the Council is just aligning itself with current transport thinking (unlike **Strathclyde**, who have re-affirmed major urban road plans). Nonetheless this is a most dramatic change, even putting at risk Lothian's reputation as Scotland's top cycle-friendly authority!

WHAT WOULD YOU CHOOSE??

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- ∞ A chance to move to a 4-day week!

If you own a car but don't really need it these amazing prizes could be possible - every year! - by swapping the car for a bike and some train/bus/taxi tickets. According to the AA, a car costs the average family spends £3500 a year [Local Transport Today 26/6/92].



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WINTER SUNDAY RIDES

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

Dates: **Not** Oct 4 (Tour de Forth instead - see below); Nov 1; Dec 6; Jan 10 (**not** 3); Feb 7; Mar 7; Apr 4. For further details, or to help: ☎ Mark 552-9581.

OTHER INTERESTING DATES

Oct 4 **TOUR DE FORTH** 50 miles, rest-stops, repair van, etc. Sponsored for Disability Scotland. ☎ Inez 229-8632.

Oct 5-10 **FOE Fight the Fumes Week** including **Green Mask Day** on Oct 8. Details: ☎ 574-9977.

Oct 7 **Environment Festival** St.Brides Centre, Orwell Place. Stalls, music, cafe, from 6.30. To help: ☎ 346-0772 (day).

Oct 10-11 **SPOKES Glendoll/Glen Clova cycling weekend** ☎ Pat 229-3101 at least a week in advance for details

Oct 11 **E.Lothian run+tea (start at Stenton)** Veteran Cycle Club ☎ 03685-226.

Oct 24 **Railway Ramblers walk**, disused rly Darvel-Strathaven. ☎ Arthur 228-1814.

Nov 3 **SPOKES PUBLIC MEETING** - see page 1.

Nov 8 **Water of Leith rly Veteran Cycle Club** ☎ 036-85-226.

Nov 21 (*London*) **Traffic - Limits to Growth** conference. Details: Transport 2000, 10 Melton St, London NW1 2EJ.

Dec 10 **Road accident research** sponsored by **General Accident Ltd.**, talk at Edinburgh University Dept of Public Health Sciences, Teviot Place, 4.30 (tea at 4pm).

ANNOUNCEMENTS

☎ **Calton Hill cyclist death.** If you know about the killing of a student cyclist 4-5 years ago, by a car exiting from Calton Hill at high speed, phone Chris Malcolm ☎ 556-5655. He is trying to get night-time speeding stopped.

☎ **St.Andrews Ride.** LEPR, are now at 0506-460990.

☎ **'Fair Play for Children' campaign.** To restore freedoms lost by children due to traffic [See 'One False Move', reviewed in SPOKES 46]. Wants a **duty** on councils to enable kids to walk or cycle safely to school. Details: SAE to 8a The Precinct, W.Meads, Bognor Regis PO21 5SB.

NEW PUBLICATIONS

☎ **Glasgow-Irvine walk/cycle route** 3 free leaflets from **Cunninghame Council, Planning Dept, Irvine KA12 8EE.** SPOKES members get sample in this mailing.

☎ **Cycling in W.Lothian**, suggested tours. *Some 'A' roads.* Must be used alongside OS map. Free from **W.Lothian Planning Dept, County Buildings, LINLITHGOW EH49 7EZ.** SPOKES members will be sent a copy.

☎ **Countrygoer News:** suggestions for getting into the countryside without a car. Sample copy: **Simon Holt Marketing, 60 Church Rd, Gallely SK8 4NQ.**

☎ **Cyclists' Sourcebook** of bike suppliers, organisations, tourist operators, etc. £5.95 (inc p&p) for SPOKES/CTC members (rrp £9.95) from: **Cyclists Sourcebook, Tromblue Ltd, PO Box 78, Faversham ME13 8RA.**

☎ **Guide to Residential Road and Footpath Planning,** government Design Bulletin 32 for planners, developers, etc. Unlike previous edition (about which we complained) this one emphasises walking/cycling and redesign of existing routes. **HMSO bookshop, £13.50.**

☎ **Cycle Schemes in Britain 1991.** Directory with maps, diagrams, etc. £3.50 from **Steve Essex, The Rest, Brookbottom, Strines SK12 3AY.**

☎ **Travel Sickness.** Detailed blueprint for a sustainable UK transport policy. £14.99. ISBN 0-85315-748-0.

☎ **Air Pollution from Road Vehicles.** Technical report from Transport Research Laboratory. **HMSO, £17.50.**

☎ **Cycling Bibliography** (Traffic Advisory Leaflet 1/92) lists government cycling publications. Free: **Traffic Policy Division, 2 Marsham St, London SW1P 3EB.**

☎ **Railway Ramblings.** Special Sustrans/Railway Ramblers issue, lists all railway paths + Sustrans update (eg Trans-Pennine Trail project). See **SPOKES pricelist.**

SPOKES MAP(S)

Our city map is selling really well, and a reprint is likely next summer. We'd welcome ideas for improvements - content, design, etc. Would any extensions be useful?? ... and could you survey an area for us?? To help: ☎ Ian, 669-6542. We're also considering a **W.Lothian map** - ideas welcome.

☎ ☎ SPOKES ☎ PROBLEMS!!! ☎ ☎

Our ansaphone has been off a lot recently, due to power problems. We hope to rectify things soon, and apologise to anyone inconvenienced.

TAXIS IN BUS LANES

Despite opposition from bus companies, SPOKES, and several of our members, Lothian Region approved a 1-year experiment of taxis in bus lanes. Councillors do, however, seem genuinely open-

minded and have promised to cancel the experiment early if serious problems arise. **Cyclists should report all incidents to the police and SPOKES** whether or not taxis are involved. Not all taxis are 'cabs', and this may tempt ordinary motorists into the lanes.

ENVIRONMENT CHARTERS

With Charters adopted in **Lothian** and **Edinburgh**, signs of action are appearing: excellent news on the Union Canal (see article), Edinburgh scrapping higher-rate car mileage allowances, and a computer-based car-sharing initiative (☎ 555-4010). Members get a leaflet on Lothian's charter in this mailing.

Lothian's ambitious objective to **reduce use of cars and encourage walking, cycling and public transport** was re-inforced by Highways Assistant Director **Andrew Holmes** in a magazine for local business-persons. "We must learn to travel less and choose carefully our method of transport ... Walk or cycle where possible ... Travel by train rather than air, at 1/3 the pollution cost". Mr. Holmes pointed out the world cannot sustain projected travel demand.

We also welcome Lothian's rejection of a **decision** on the government's **second Forth Road Bridge** proposal in advance of "comprehensive rail improvements" (Edinburgh-Fife) and agreed investment in new city transport (presumably the metro). A more comprehensive demolition comes from the **CTC Scottish Cycling Council**, who question assumptions that peak-hour demand for road-space should be met, that individual mobility should increase willy-nilly, and that vast sums can be spent on roads whilst very modest rail improvement is 'difficult'.

BIKE-TRAIN NEXT??

Lothian shortly draws up its 2nd annual environment 'Action Plan'. **Please send in suggestions for the Council to tackle in 1993/94.** One excellent idea would be to **encourage** bike-train commuting. Lothian is preparing a case for extra Fife-Edinburgh rolling stock, and this is a great opportunity to specify additional bike space. **Send your ideas to:** Cllr Anne Aylett, 1 Parliament Square, Edinburgh 1. Head your letter "Environmental Action Plan 1993/94".

LOTHIAN'S CYCLE TEAM

1992 is the 5th anniversary of Lothian's 3-person Cycle Project Team. Setting up the team was certainly the most important single step the Council has taken for cyclists, and Lothian is now a leading UK authority on cycling matters. By 1993 some 70km of cycle route/ane will have been opened, as well as the 350km of Livingston shared-use paths.

Time-consuming legal, land-acquisition, and consultation issues often arise in creating even a short cycle route. Before 1987, inadequate staffing meant money allocated for cycle schemes lying unspent, and transferred elsewhere. Now however, money unspent elsewhere comes into cycling!

The team's work includes on- and off-road routes; safe routes to school; commenting on road plans, traffic schemes, supermarkets; publicity leaflets & maps; measures at cycle accident blackspots; etc. They have also provided a lead, and technical advice, for other councils. **Richard Williams**, team leader, gives a paper at the Montreal World Cycling Conference this autumn.

We cannot end without taking credit for the team's existence, and so for the widespread recognition the Council has achieved!! In the early 1980s we campaigned for a decent Council cycling budget; but having achieved this had the misery of seeing it drastically underspent. We then persuaded the Labour

UNION CANAL - GREAT NEWS!!

The Union Canal towpath has long been a pleasant safe route for leisure and commuting cyclists. The 1979-81 Union Canal Project report found 10% of canal users to be cyclists; a "longstanding pattern of established informal use (of the canal) for a variety of pursuits, including ... cycling" and "no signs of conflict between the various users on the canal".

Despite this, cycling on the towpath has never been legalised by British Waterways Board, and there had been fears of barriers being erected. In the past BWB was negative towards all towpath cycling, but this has changed after experiments such as the BWB/Sustrans section of the Glasgow-Loch Lomond path. However BWB still feels the Union Canal path is too narrow.

Now **Lothian Region's Environment Sub-Committee** has taken this up, following public comment on the draft **Environment Charter**. [If you commented, please congratulate yourself!]. Linlithgow councillor **Bill Stuart** also raised the issue when asked by the local SPOKES group. **BWB has agreed to allow cycling where the towpath is suitably widened.** This is a tremendous development, and the Region is now seeking funds from Europe and elsewhere for sections at **Merchiston, Slateford, Sighthill** and through **Linlithgow**.

As with all paths, we remind cyclists to be courteous to walkers. **Always** slow right down, use your bell, and say 'thanks' if they move over for you.

Now that BWB has agreed to cycling where the path is widened, the ball lies with the Regional and District councils. To comment, contact your Regional Councillor (see p.1 for name & address), not BWB.

**** Exhibitions of Union Canal history and Water of Leith photos are on view at **Water of Leith Trust, 24 Lanark Rd.** 9am-1pm weekdays. A **Canal Cleanup** is planned October 10-11. Details of both: Sandra Purves ☎ 556-4503.

!!! The SPOKES Environment Week BICYCLE EXTRAVAGANZA !!!

Our May **Bike Extravaganza** was a big success. Many people had a great time trying out unusual pedal-power machines; the bike-car-bus 'race' got considerable publicity (bike beat car by 5 minutes, from the Assembly Rooms to Murieston Park); and the policeman/woman riding side-by-side on a Neatwork 2-wheeled 'Buddy-bike' hit the front pages.

Many thanks to all helpers: especially **Rosemary** and her committee, **St.Martins** for food, and the shops who donated prizes (New Bike Shop, Edinburgh Bicycle, Tiso, City Cycles, Macdonalds, Sandy Gilchrist, Halfords, Jocky Allan, Williamson, SYHA, and National Trust).

The competition winners were as follows. . .

Schools painting- Overall: **Tim Angus** S.Morningside Primary; 1: **Kieran Beamish** Preston St; 2: **Nicky Toner** Drylaw; 3: **Emma Ingram/Lauren Corlett** S.Morningside.

Cycle Path identification- ADULT 1: **Michael Scott**; 2: **Gandolf**; 3: **Ian Temple**; UNDER-16 1: **Kieran Hudson**; 2: **Andrew Christie**; 3: **Paul Roches**.

Cycle Parts identification- ADULT 1: **Graham Walker**; 2: **Ewan Park**; 3: **Ian Maclean**; UNDER-16 1: **Charles Mount**; 2: **Adam Croall**; 3: **Freyh Liddle**.

Will there be a 1993 extravaganza or similar??? Get in touch if you have ideas or could help make it happen.



Extravaganza - 3 in line (up the way!) photo: Lee Rowney



photo: Lothian Regional Council (1991)

Party to promise a 4-person Cycle Team in their 1986 Regional election manifesto. A year after their victory the team (albeit 3-person) was in action!

AROUND SCOTLAND . . . Help yourself, other cyclists, and SPOKES, by writing about any items below that concern you. And . . . do let us see the reply!

Most Regional Roads Departments in Scotland now have a cycle liaison officer (though few boast a full-time appointment, let alone a team like Lothian's). In a very positive development the Scottish Office's new Cycling Officer, **Mike Turnbull**, has set up twice-yearly meetings of Scottish CLOs to discuss 'implementation of cycling policy'.

Ever since the 1985 **Grimshaw report** [see SPOKESFACTS 22] we have asked the Scottish

Office to take a lead in promoting the 'trunk' cycle routes proposed. Although they continue essentially to pass the buck to local Councils, the new co-ordination meetings could help greatly by bringing together the various councils on each potential route. There are also welcome hints that the Scottish Office itself may undertake substantial cycling schemes forming part of such routes, when they relate to a trunk road.

BORDERS REGION

Borders Cycle Campaign has issued its first newsletter. Details: ☎ Lawrence Alexander 0896-55447 or Tom Mason 0890-2994. If you have ideas on what needs done for cyclists contact Jessie Harrington ☎ 0896-57626.

CENTRAL REGION

Continuing hints suggest the **Transport Review** [SPOKES 48] will bring dramatic change. Late news will appear on p.1 or in the SPOKES-WORKER members get with this mailing.

The Council is investigating establishing Britain's first **energy-efficient village**, which we expect would pay special attention to walking, cycling, and public transport links.

The Council has refused Forth Valley FOE's suggestion that provision of **cycle space on trains** be a condition of financial support to ScotRail, but it will continue to press for this.

Forth Valley FOE actively lobbies the Council on cycling and transport. Details: Les Wallace, 93a Mary St, FALKIRK FK2 9PR.

FIFE REGION

Fife continues to think up new ideas for cyclists, though the budget to implement them remains small! They are now working on a **Charter for Cyclists**, to promote the health, transport and pollution benefits of cycling. Ideas include encouraging bike-carriage on trains & buses (see p.1), safe routes to schools, new bike routes, and access and parking at new and existing shopping centres, libraries, etc. *Comments to:* The Roads Committee chair, Fife Region, North St, Glenrothes KY7 5LT.

HIGHLAND REGION

The first section of a **Great Glen cycleroute**, giving an alternative to the A82, has opened. The route runs from near Fort Augustus to Loch Ness youth hostel, with spectacular views of the Loch. It is mainly on gravel forest roads, and involves a fair bit of climbing, so is not suitable for all types of bike/cyclist, especially in wet weather. *Details probably from:* Forestry Commission, 231 Corstorphine Rd, Edinburgh.

As well as cycle lanes on the **Skye bridge** the bus-shuttle service will be required by Highland Regional Council to carry bikes externally!

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 issues of SPOKES.

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

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LOCALLY . . . Help yourself, other cyclists and SPOKES by writing about items that concern you. To contact your Region or District councillor, see p.1.

CITY CYCLEROUTES

CENTRAL EDINBURGH MAJOR ISSUES

The District Council has published its draft **Central Edinburgh Local Plan**, governing future land use. Whilst delighted at detailed bike route proposals for most 'gap sites', we have commented on the absence of an overall network into which these routes would link and connect out to the suburbs. The plan can be seen at the Planning Dept, 1 Cockburn St.

Bikes are endangered in planned **dual left-turning lanes** at Princes St West End, and from Lothian Rd into a relocated West Approach Rd. Even with single left-turning lanes, members have reported the dangers for straight-on cyclists; and the Council accident map shows Lothian Rd to be particularly bad for bikes. *Complain to your Regional councillor.*



Lothian Road straight-on cyclist

photo: Judy Gilbert

With north **Princes St** pavement fully widened the Region is again investigating how to make the road bus (and bike) only - first approved in airport back in 1989.

AIRPORT EXPRESSWAY

With continuing problems over metro funding, Edinburgh & Lothian are studying a stop-gap alternative busway from the city centre, beside the mainline railway then via Maybury Park to the airport. *Ask your councillor to look into an adjacent cycleroute.*

ONE-WAY STREETS

For years we have asked for experiments to allow cyclists 2-way in certain 1-way streets. Such schemes are common in Europe and, with appropriate safeguards, would often be safer than a long alternative involving right-turns. The contra-flow lane in **Kings Stables Road** is an expensive way of achieving this (probably necessary there); but cheaper methods are to be tried in **Duncan St** (part of a Pollock Halls-University route) **Sciennes House Pl** and **Hill Pl**.

In general we prefer no 1-ways. Unfortunately, some otherwise excellent traffic-calming plans will mean **new 1-ways** at **Eglington, Glencairn, Grosvenor and Lansdowne Crescents** (unless enough cyclists complain - i.e. you!!).

OTHER ITEMS

Cyclists will be exempt from road closures at **Craiglockhart Rd** (at Colinton Rd); **Groathill Rd North** and **Craigleith Hill Av** (at Groathill Av); and **E. Silvermills Lane** (this delayed until an adjacent development is complete).

Despite intervention by **Cllr Cavanagh**, the Region proposes no improvement to the right turn off Dalry Rd into **Murieston Crescent**, a Council-signposted route for cyclists. We now hear it is planned to move the nearby Dalry Rd pedestrian crossing, and have suggested this could be put close to the junction.

As part of the policy of tackling accident blackspots, changes are planned at **Lady Rd roundabout** and **Ardmillan**, both including short bike lanes to help certain manoeuvres. At Lady Road a left-turning lane is planned, in view of high cyclist-injury levels in making this apparently reasonably safe turn.

THE LOTHIANS

Midlothian District Council is preparing a 'Local Plan' covering future land-use (including transport). Send details of major or local issues you want included (eg cycleroute ideas), if possible by 30 Oct, to: **Strategic Development Director, Midlothian District Council, White Hart St, Dalkeith EH22 1AF**. SPOKES local contact is Tony Galloway ☎ 663-6000.

In **Linlithgow** the District Council has published a draft Local Plan and a town centre traffic study, on both of which the local SPOKES group commented extensively. The Local Plan is very positive about cycling and states "a priority is to make the journey from housing estates into the town centre by bicycle as safe and straightforward as possible". Given this, and the need to reduce town-centre car use, we have asked the Council urgently to investigate a possible network. Meanwhile we await town centre bike racks (possibly also for Bathgate) intended for installation during National Bike Week! *SPOKES local contact: Dave du Feu ☎ 0506-847947.*

SPOKES and several members commented to the Scottish Office about its **A1 plans**. City Bypass to beyond Haddington. Although some thought has been given to bikes, the fact that bikes will be banned from both new and existing stretches means alternative routes should be integral to the plans - not just left to the council. More detailed plans concentrating on side-roads are expected, giving scope for further objection.

We are most upset that **E.Lothian District** has permitted **Wimpey** to drive a road across the **Haddington-Longniddry railway path** without a bridge or underpass. The Council, which had an enviable reputation for traffic-free off-road paths, and which had previously demanded an underpass, has badly blotted its copybook for reasons not obvious to us. The road will eventually become a fairly busy distributor. Children forbidden from cycling down the path due to road danger may console themselves that at least Wimpey's profits didn't suffer! *Comments to:* Planning Committee Chairman, Council Buildings, Haddington EH41 3HA.

1992/93 CYCLE BUDGET

Lothian Region's 1992/93 top priority bike schemes are: **Bonnyrigg-Hardgreen**†; **Bathgate-Airdrie**‡; **Lochshot Burn**‡; **Granton Rd-Hawthornvale**‡; **Hardgreen-Glenesk**‡; **Dalry Rd-Telfer Subway** (complete); **A90 Cramond Brig**‡; **A701 Straiton; Dalkeith-Glenesk-Sheriffhall**‡; and **Dalkeith Rd-Pollock Halls**.

We support as a top priority connection of **N. Edinburgh railway paths**, but want the **Sighthill towpath project** and **Barnton Av 'golf courses' path** added, even at the expense of other schemes. To add your pennyworth, write to your Regional Councillor (see p.1).

† Implementation of one phase of whole project.
‡ Phase I completed in 1991/92. Other path work underway or recently completed includes: **Warriston-Leith surfacing, Glenesk viaduct, Fisherrow.**

POLICE BIKING

Rarely a month goes by without reports of towns in which police are taking to the beat on mountain bikes. Most recently **Perth, Arbroath** and **Livingston** – the latter suggested by local officers.

In **York** one of 5 initial MTBs was stolen (was it locked and postcoded??), whilst in thrifty **Sheffield** police get about on unclaimed lost-property steeds.

DANGEROUS CYCLING

Under the Road Traffic Act motorists face severer penalties for dangerous driving; speed and traffic-light cameras are used in evidence; and drink drivers face rehabilitation courses. Less publicised is the new offence of **dangerous cycling** – maximum fine **£2500** – if your cycling “falls far below what would be expected of a careful and competent cyclist”.

B&Q PAINT UNSAFE??

Lack of bike parking at B&Q stores has been a regular complaint from members. Several have written to B&Q, who for years have been ‘looking into it’. An intriguing recent reply is from Dr. Alan P. Knight, B&Q’s ‘Environmental Coordinator’: “the relevant department ... raise an interesting point about encouraging people to carry materials back from DIY stores on a bike which might not be safe. For example a large tin of paint”!!!

Rather than worrying about tins of paint in panniers, maybe B&Q should shut their car parks to halt the dangers of large, heavy sheets of DIY material tied to car roof racks! To suggest this, or other helpful ideas, write to B&Q’s chairman, at 1 Hampshire Corporate Park, Chandlers Ford SO5 3YX.

PRIME MINISTER’S QUESTIONS

According to the Dept of Transport’s chief economic adviser, CO₂ emissions from UK transport will rise 30% between 1990 and 2005. Would the Prime Minister please explain, with detailed calculations, how therefore he intends to meet his target of stabilising total UK CO₂ emissions at 1990 levels by the year 2000?? [Question from: Local Transport Today 23/7/92].

COUNCILLOR IAIN CATTO



In leaflet 47 we praised the efforts of Councillor Catto (Prestonfield-Mayfield) on behalf of cyclists. Whether or not as a result(!), he has now been appointed Conservative transport spokesman on Lothian Regional Council. Congratulations! In a letter the councillor says “you will no doubt see cycling getting higher priority in the Conservative Group”.

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CAR USERS AT RISK

People who don’t cycle for fear of accidents or pollution may well shorten their life and worsen their health by using a car instead. This important conclusion, based on the recent British Medical Association book *Cycling – Towards Health and Safety* [see SPOKES 48], has been re-inforced by new evidence.

Dr. Mayer Hillman of the Policy Studies Institute and author of the BMA book, states in a new paper “even in the current hostile traffic environment, the benefits gained from regular cycling outweigh the loss of life-years in cycling fatalities by a factor of around 20 to 1”; and by improving conditions for cyclists there is “considerable scope for increasing this ratio”. He concludes, “Far from it being irresponsible to encourage ... transfer from motorised transport to the bicycle, owing to risk of injury, it could be judged irresponsible not to encourage that transfer, owing to the risk to health of not getting regular exercise”.



Further evidence of pollution risks to car occupants comes in a study of 1171 professional drivers (taxi, bus, etc), which found higher than average risk for many causes of death, particularly lung cancer. Inhalation of exhausts was thought to be the most likely cause [Local Transport Today, 11/6/92]. There is already evidence that car users are probably at more risk than cyclists from exhausts [SPOKES 48].

WHITE PAPER ON HEALTH

The government pays no attention to health benefits and disadvantages of different transport modes; and the White Paper *Health of the Nation* [July 1992] has been criticised for neglecting the transport-health relationship (except in terms of traffic accidents). However, the White Paper (which does not cover Scotland) is a step towards the idea of prevention rather than cure. One target, for example, is to reduce coronary heart disease in under-65s by at least 40% by 2000 AD. The fact that several such targets could be helped by a transfer from cars to walking and cycling, has escaped Ministers. But pressure is growing. A BMA spokesperson [Guardian 10/4/92] comparing vast government resources devoted to roads with the miserly attention to cycling, put it thus:

“Last year bicycle sales exceeded car sales, and if all owners cycled regularly we could expect a decrease in diseases associated with a sedentary lifestyle ... We would like to see a national network of cyclist routes, linked to bus and rail services, to encourage a move from cars

... We need an immediate programme of public education and development of cycle facilities so more people can enjoy this life-enhancing form of transport.”

ROAD SAFETY POLICY

In SPOKES 48 we discussed the misleading presentation of cycle accident statistics. Dr. Hillman’s new paper (above) reveals other basic flaws, which result in motoring being seen as far safer than it really is. Statistics may sound boring, but they are crucial, since government uses them to justify its policy of road expansion and relative neglect of cycling.

First, the usual per-kilometre casualty figures relate only to the person in the car (or on the bike). Why not also count casualties outside the vehicle? In other words, measure death rates per car-kilometre, including walkers and cyclists killed by cars as well as car occupants themselves. This gives the real risk to everyone from each method of transport, rather than just the risk to the user of that particular mode: surely a better basis for transport policy! In this light, motor vehicles are far more ‘dangerous’, and walking and cycling far safer. The case for ‘taming’ motor traffic, and encouraging walking and cycling, becomes yet stronger – quite apart from the health benefits.

Second, the Department of Transport uses only accident figures to measure road safety. However, a big reason for the drop in fatality rates, despite increasing traffic, is that parents now protect children from road accidents by limiting their freedom to walk or cycle [A Study of Children’s Independent Mobility, Policy Studies Institute]. So, paradoxically, fatalities have fallen in part because roads are more dangerous! If road safety was measured by statistics such as the proportion of 8-year olds allowed to go to school alone, the government would have little to crow about! The enforced limitations on children’s independent mobility and the dramatic increase in tedious car-ferrying are, says Hillman, major social changes. They also have serious public-health implications, totally neglected by road policy makers. Lothian’s public health director, **Helen Zeally**, points out that children ferried around by car are being taught habits which increase their risk of heart disease – now Lothian’s biggest cause of acute hospital admissions.

WHAT YOU CAN DO

The health and safety side of transport is increasingly important. Please get up on this, and keep reminding press and politicians what needs done.

USEFUL PUBLICATIONS

The following publications are on sale from SPOKES.

- ☞ **Cycling toward Health & Safety** BMJ – £6.50 inc p&p.
- ☞ **Bikes not Fumes** CTC – £6.50 inc p&p.
- ☞ **Health on the Move** Public Health Alliance – excellent report analysing how transport of all types helps/damages health. Extensive recommendations for health-promoting transport policies. £5.50 inc p&p.
- ☞ **Cycling & the Healthy City** transcript from conference on the health aspects of cycling – £5.50 inc p&p.

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