

[ctd from page 1] Turning to roads, the last two budgets saw huge trunk road cuts in England. The Scottish Office, however, cut less last time, and now [press release 19.12.95] promises an "increased roads programme". Scotland gets some 12 major trunk road starts in the next 2 years, compared to 9 in the whole of England [Local Transport Today 7.12.95]. The Baillieston-Newhouse M8 and adjacent roads will have 10 parallel lanes! Yet the Scottish Office admits there are "few grounds for complaint with Scotland's road system"; it is "favourably rated by inward investors" [Scotsman 12.7.95].

In England the government says building roads to keep pace with demand is "not possible, economically or environmentally" [Local Transport Today 21.12.95]. But in Scotland the M8, for example, must be expanded to "continue to cater for the ever-increasing demands made on it" [SO release 15.6.95]. Thus Scotland retains the antiquated and unsustainable 'predict and provide' philosophy condemned in 1994 by the government's own Royal Commission on Environmental Pollution [Cmd 2674].

There is now a widespread view that, instead of being a road-building agency, the Scottish Office should set overall transport policy - with all new investment, whether road, rail or national cyclistroute, openly compared on equal cost/benefit standards. Trunk roads would be built by a separate agency, as with Railtrack and Sustrans, or by local councils.

Until motoring growth is taken seriously by the Scottish Office, the very welcome cycling news will be like a beautiful butterfly sitting on a large dunghheap.

### ??? RISK ???

John Adams, an original board-member of Friends of the Earth, is a well-known transport expert. He delights in questioning conventional wisdom, whether from the 'safety industry' or from environmentalists. At a recent conference, he called Cllr David Begg and Lothian Transport Director George Hazel the "most enlightened team of transport professionals in the UK" - then launched a well-crafted attack on road pricing, an option favoured by Cllr Begg!

John Adams's latest book, *Risk* [UCL press, 1-85728-068-7, £12.95], is essential reading on safety. 'Safety measures', he says, often change behaviour so that the risk-level previously accepted is re-established. Thus after a bend is straightened, or a hedge cut, drivers (or cyclists!) speed up. Road users protected by a helmet may go marginally faster, or choose a shorter but marginally more dangerous route.

*Risk* shows how, even with universally-accepted measures like seat-belts, statistics have been selected or neglected to provide the result needed by politicians or professionals. Who would believe that when rear-seat belts became compulsory for children, death and injury to such children increased (by more than for all road users). Or that, when 28 US states relaxed helmet laws, motor-cycle fatalities rose more in states that kept helmet laws!

The book discusses many areas of risk, including global warming (though before the late-1995 statistics) and sustainable development. Several reviewers, both academics and journalists, say the book drastically affected their beliefs on safety and risk - from seat belts to life in general.

## BIKE/RAIL NEWS

**SPOKES challenges to 2 government ministers remain unanswered.** Scottish Secretary Michael Forsyth has still not told us if he will intervene over the chopped **Young Explorer** bike-carrying tourist trains to the Highlands, as he did on the Fort William sleeper. We wrote 26.8.95 [SPOKES 60] - he could still act for this summer!



Sir George Young



Michael Forsyth

More recently [20.11.95] we wrote to 'cyclists' friend Sir George Young, Transport Secretary after he stated [Local Transport Today 9.11.95] that cycle facilities "could be the deciding factor between rival bids" when sections of BR (such as ScotRail) are franchised (sold).

We greatly welcomed this statement, and will remind all bidders (and the Franchising Director!) when ScotRail is put on sale. Already we have told ScotRail management, who intend to bid. ScotRail's record compares badly to all 3 adjacent rail systems, Regional NE and NW, and Strathclyde PTE, where bikes go free on all or many services. ScotRail is unwilling even to experiment with free bikes on local services, off-peak, in the winter timetable, and subject to the guard's discretion. They fear being "faced with an excessive number of cyclists" [Letter to SPOKES, 27.10.95].

However, we do need clarification from Sir George, since the government usually says that franchise decisions are for the Franchise Director alone. And this 'independent' government-appointedee seems totally uninterested in cycle carriage: despite many well-argued letters he did not even mention it in the ScotRail franchise conditions.

### BIKES STAY FREE ON SLEEPERS

ScotRail, who have taken over the Anglo-Scottish sleeper service, will continue free bike-carriage. There are 20 spaces (free compulsory reservations) between Euston and Edinburgh, Glasgow, Inverness, Aberdeen and Fort William. You must of course buy your own sleeper ticket (or limited seating space Edinburgh-Fort William only). Members will get a ScotRail flyer with details [or write to Alyson Tuft, ScotRail, 87 Union St, Glasgow].

# Jocky Allan Cycles



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

Please enter your name, address, postcode ...

Where did you find this leaflet?

# SPOKES

Leaflet 61 Early 1996

SPOKES The Lothian Cycle Campaign, 232 Dalry Rd, Edinburgh EH11 2JG © 0131.313.2114

## SCOTTISH OFFICE SCHIZOPHRENIA

The Scottish Office has made an unprecedented commitment to cycling. Sadly, this great news contrasts with astonishing plans for new trunk roads, quite at odds with policy elsewhere in the UK.

The cycling commitment centres on a £5m 5-year Trunk Road Cycling Initiative [SO press release and leaflet, 10.11.95]. True, £1m a year is only a 0.4% pinprick in the £230m trunk road budget. However, it

Cycling:

"a solution to some of today's transport problems ... should not be seen as a safety problem"

[Letter 1.9.95]



Lord James Douglas-Hamilton, Scottish Environment Minister

£230m for new roads in Scotland:

"to assist the economy and construction industry"

[Local Transport Today 21.12.95]

### \*\* PUBLIC MEETING \*\*

In 1971, 80% of 7/8-year-olds walked to school; by 1990 it was 9% [Children, Transport and Quality of Life, Mayer Hillman, isbn 0-85374-5722]. In the Netherlands 60% of junior-school children cycle to school; in the UK (although 90% own a bike) only 2% do so.

Mayer Hillman concludes that British children are now "battery-reared", compared to the "free-range" childhood even urban children used to enjoy; with huge implications for physical health and development of personal autonomy and social skills. Already, in 1993, 56% of men were overweight (39% in 1980), and 46% of women (32% in 1980) [Guardian 8.12.95], and obesity is rising fast. Since calorie consumption has fallen, reduction in regular physical activity is a likely cause.

Recent surveys suggest our children are being car-essed into yet less healthy lifestyles; many lacking basic stamina and only able to walk short distances [e.g. Scotsman 16.8.95]. The government's 'solution' of more school sport, even if possible when many playing fields have been sold, does not mean regular exercise or a healthy lifestyle for adult life.

According to professional journal *Local Transport Today* [12.10.95] a government obesity working party will recommend "a shift away from car-dominated culture, towards cycling and footpaths". The LTT editorial compares car-driving to cigarette-smoking: damaging your health and that of others. It suggests

means cycle routes/crossings wherever the Sustrans National Network meets a trunk road, including major construction at A9 Drumochter Pass and a £1/4m bridge over the M8, plus the already-announced M6/A74 Gretna-Glasgow cycleway. [Imagine if it were 4% (similar to Lothian) instead of 0.4%!]

Other commitments are technical help to Sustrans, a Cycle Policy booklet (Spring 96), shared-use of suitable trunk-road footways, and promotion of cycling as transport. Indeed a later Scottish Office speech [Cycle Tourism Seminar 11.12.95] seeks "modal shift" towards cycling, and reports "car travel is more detrimental to health than cycling".

Also, after previous uncertainty [SPOKES 60], the Scottish Office is joining fully in the UK National Cycling Strategy (to be launched this summer) which aims to "put cycling firmly at the hub of national transport policy". Strategy announcements will also be joint with the Scottish Office [Letter to Tam Dalyell MP 2.10.95]. We thank all who wrote about Scotland's exclusion - your letters really helped! [ctd on back]

health fears may "bring pressure for the brakes to be applied to our car culture".

An obvious initiative, which many councils are considering, is promoting walking/cycling to school. A SPOKES W.Loathian survey [factsheet 13; 10p+SAE] found several problems: lack of safe routes; school policies discouraging cycling; lack of health/environmental travel awareness by schools and parents; insecure bike storage; and no storage for waterproofs.

Encouragingly, the new Edinburgh and W.Loathian councils see school travel as a priority; and W.Loathian targets include reducing car trips to school by 10%.

SPOKES is highlighting the issue through a public meeting, with cycle consultant Dr. Jo Cleary. Her report *School Travel, Health and the Environment* [£7.50 from 0115.9774658, P.Keynes] includes an excellent UK-wide summary of council initiatives, and is being followed up by Nottingham CC.

Place: Friends Meeting House, Victoria Terrace, George IV Bridge, Edinburgh. Date: Tuesday 12 March Time: 7.30 (coffee, stall and chat from 6.45)

[A seminar for education & transport staff and others interested is also planned, for Weds 13th, a.m.]

If you're a school student, teacher, parent, or interested, do come along. The meeting could lead to local action, and maybe a SPOKES schools working group. If you have ideas, phone Ian Maxwell 0131.669.6542.

## 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 ensure your bike is in good order. Cycle carefully and considerately. You are entirely responsible for your own safety. Children under 14, or not used to roads, may only come with an adult. **Dates:** Mar 3; Apr 14 (not 7); May 5; Jun 2; Jul 7. **For further details or to help:** Mark 552-9581.

A programme of Spokes Cycling Weekends will be enclosed in the members' mailing. Stuart McEachan 01968.676797.

## 1996 BIG DATES

**March 2 Local Transport Day** 01502.519915.  
**March 12 SPOKES public meeting** Cycling & School - p.1  
**March 13 Seminar: Cycling & schools** - see p.1  
**May 17-27 BT Environment Week** 0141.248.6864.  
**May 25-June 2 EDC Environment Festival.** 529.3078.  
**May 31 SPOKES Bike Breakfast.** Food for you and bike. Send ideas for displays/entertainments to Mark 552-9581.  
**June 1-9 National Bike Week,** Mill Lane Studio, Godalming  
**June 8-16 Green Transport Week** 0193.282.8882.  
**June 16 World Wildlife Fund** sponsored ride.  
**June 22 St Andrews Ride** 01968.682369 (Ros, Lepra).  
**Autumn:** We hope for an event resulting from our schools initiative (see p.1) - e.g. a challenge week encouraging walking/cycling to school. Send us ideas/offers of help.

## NEW PUBLICATIONS

☛ **Sustrans Info Sheets** (1) **Safe Routes to School** (2) **Cyclepaths and Wildlife** Send A4 29p-stamped SAE & donation to Sustrans, 35 King St, Bristol BS1 4DZ. [Sheet 1 will be included to Spokes members in this mailing].  
☛ **More Bikes - Policy into Best Practice.** Useful CTC report highlighting towns where cycling has doubled. Concludes that a big shift to cycling needs cycle networks, traffic/parking controls, traffic calming, health and environment-awareness campaigns. Bike routes alone are insufficient. £10 from 01483.417217.  
☛ **Easy Cycling in Britain** 150 routes (5000+ miles) of off-road/minor-road tours - all start/end at stations. Improved version of *Quiet Wind-Assisted Routes*, with national map, more info, and £100 for first person completing all routes. The author is pushing the National Trust towards new transport policies [Spokes 60 p5]. £6.99 Brook Books 0161.746.8140  
☛ **A Blueprint for Bicycle Use** Excellent booklet, seeking more provision for cyclists. Many useful facts for letters to press/politicians! Free: Bicycle Association 01203.553.838.  
☛ **Company Cars** Shows they are still heavily subsidised by you and I, and cause more death and injury than average. £2 post-free: Transport 2000, 10 Melton St, London NW1 2EJ.  
☛ **Walking & Cycling in Strathclyde** Superbly presented walk/cycle route pack, emphasising health/environment, to encourage walking and cycling as alternatives to the car for personal transport. Get your copy before Strathclyde is abolished, and cycling split among 14 councils, on 1st April. 0141.227.2429.  
☛ **Cycling Routes in Dumfries & Galloway** Free (?) pack 01387.250462 [wrong phone number in SPOKES 60].  
☛ **Tweed Cycleway** 150km Biggar-Berwick route guide, by SPOKES member Peter Hawkins. The route is largely but not entirely on minor roads. £2.50 post-free from SPOKES.  
☛ **Cycling Skills on Shared Paths** Remember this SPOKES factsheet [see SPOKES 60 p.2]. Single/bulk supplies free.

## ADMIN MATTERS!!

We volunteers want to spend our time *campaigning*, not overwhelmed by paperwork!! *So please...*

- ☛ If you move *tell us* the new address, flat and phone
- ☛ If you want to resign (eg if you move away) *tell us*
- ☛ *Only renew* when we enclose your personalised renewal form (normally February, but not if you joined recently)
- ☛ When renewing, send SAE (at least 9"x4") and donation
- ☛ Send more donations at any time!



## OPERATION CYCLOPS

Rising bike theft turned into a 10% fall (on 1994) during Lothian & Borders Police autumn campaign. Dealers sought identification from bike-sellers, and checked security coding. Chief Insp. Frank Gillespie thanks SPOKES for leaflet publicity and sending bike record forms to all members. Similar blitzes are likely in future. Bikes are always welcome at police stations for postcoding and security advice.

## THE INTERNET

More addresses for those with time and access to the superhighway [also SPOKES 60 p.2]..  
☛ <http://cycling.org/> VeloNet 'global cycling network' - includes campaigning, but US-dominated. Amongst the 5% most popular WWW sites  
☛ <http://www.envirolink.org/orgs/greenaction/cycle.html>/ UK Cycle Campaign information  
☛ <http://cyclery.com/open road/> site for the remarkable Bike Culture and Encyclopedia publications.  
☛ <http://greeninfo.uncs.ed.ac.uk/> Edinburgh University green information network.  
☛ <http://www.foe-scotland.org.uk/> FOE Scotland.

## ANNOUNCEMENTS

☛ **Spokes City Map** New edition hoped soon. Send comments, general or detailed, to Ian Maxwell 0131.669.6542.  
☛ **Small Towns** There is much technical advice on green transport for towns of 80,000+ (Groningen, Basle, York, etc), but little of use to councils such as East, West or Midlothian. Don Mathew, green transport consultant, has promised us he will raise this with bodies issuing such advice. Do you know towns of say 5,000-40,000 which have cut car parking, built bike networks, etc? What was the effect on local businesses, road safety, travel to work, etc? *All info/ideas to:* Don Mathew, 38 Reeve St, Lowestoft NR32.1UF. 01502.519915.  
☛ **Glasgow Cycling Campaign Family Rides** 1st Sunday of month. 0141.959.6004, Colin.  
☛ **Edinburgh University undergraduates** £200 cash (£50 runner-up) for the best environment-related essay 650.6614.  
☛ **Critical Mass** cyclists make their presence felt. Last Friday each month, 5.30, the Mound.  
☛ **Traffic Reduction Bill** Members were sent a petition for a 5% road traffic mileage reduction by 2005 (10% by 2010) in the autumn. A million names are needed by October 1996, hoping to get the bill into law this autumn. Over 100 MPs have signed an 'Early Day Motion' in favour, but from Lothian (we think) only **Malcolm Chisolm** (Leith) so far. *Details, petitions, etc:* Ron Bailey, FOE, 26 Underwood St, London N1 7JQ.  
☛ **Fighting the rail break-up** Free info pack: Save our Railways, Southbank Hse, Black Prince Rd, London SE1 7SJ (donation if possible).

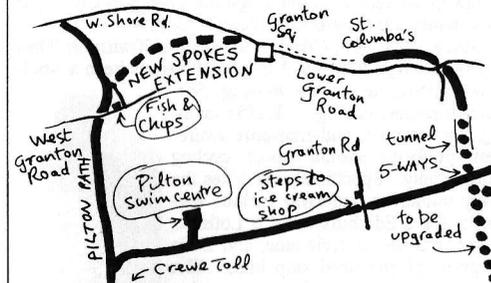


# THE PATH PAGE

## PILTON PATH EXTENSION

In 1986, SPOKES celebrated National Bike Week by building the 1km **Pilton Path**, Crewe Toll to Caroline Park, creating a 5-mile Roseburn-Cramond route with only one road crossing. Our first path, this was incredibly ambitious but, supervised by **John Grimshaw** of Sustrans, we made it. Visited by **MEP David Martin**, the **Lord Provost**, and other celebrities, the mass-volunteer project was a huge boost to our credibility with the Council.

**Now, 10 years later, our Pathway Volunteers have extended Pilton Path to Granton Square**, allowing a 3-mile circle with only 2 road crossings, in the heart of densely-populated north Edinburgh.



Starting at Crewe Toll, head north along Pilton Path, then the new extension to W. Harbour Rd. Cross carefully then walk the foreshore pavement to St Columba's, where an official cyclepath begins. Cross Lower Granton Rd carefully. Go through the tunnel - soon to be upgraded - then left at 5-ways cycle junction, and back to Crewe Toll.

Improvements are still needed - e.g. Granton Square to St Columba's, and safe road crossings. **Write to your councillor** (see p.5 for address), and send us useful replies.

We thank **Lothian Region**, who funded our work, and **Len Lothian Self Storage**, who stored free our tools and dumper truck [In exchange, try Len when you need temporary self-service storage! 552.8141].

## PATH PROBLEMS

Members have reported obstruction of **Barnton Golf Courses path** (on the Edinburgh to Forth Bridge route!) by a local resident. Although the land is private, we understand the path is a Public Right of Way. There have also been problems with a new house, but planning conditions state the path must be widened to 2m before the house is occupied. Edinburgh District Council (Planning Dept, 1 Cockburn St) is responsible for enforcing this.

On **Corstorphine Hill** the Council tell us cycling is not allowed, and the SPOKES city map is misleading.

However, even councils make mistakes, for *Cycle and Walk in Lothian* (which all members have) incorrectly suggests you can legally use disused **Bilston Glen Line**. There are proposals to make a path here, but it is not a right of way at present, and at least one cyclist was warned off.

## NATIONAL CYCLE NETWORK



Since the grant of £43m lottery seed-money for the 6500-mile National Network [SPOKES 60], Sustrans has geared up to a new scale of operation, with more staff UK-wide. The Scottish Office has also made a major commitment in its Trunk Road Cycling Initiative (p.1).

**As first lottery Millenium project the network, and so the benefits and pleasures of cycling, will get huge publicity in the run-up to 2000. We must use this to foster a 'culture shift' where cycling becomes an accepted mainstream form of transport, as in much of Europe.**

The network also has huge tourism potential [SPOKES 60]. SPOKES will push for maximum completion of routes radiating from Edinburgh by 2000, to link with national and international Millenium publicity. We hope to see thousands of tourists celebrate 2000 on the newly-opened Scottish national network. A car-free Princes Street would be a fitting Edinburgh starting point!

One problem, however, is the government's break-up of councils, with many more responsible for transport, and needing to agree timing, funding, routes, and general co-operation. Already, one council is reluctant to accept the high standards required for National Routes. This is a difficult problem, the Scottish Office having always refused to accept overall responsibility for 'trunk' cyclist routes, as it does for trunk roads. Sustrans is launching detailed standards at a local authority conference in late February [0117.926.8893].

**We ask members interested in specific routes to write to the relevant councils, urging completion by 2000. Also highlight problems described below.** Please send us useful replies. For addresses, see p.5.

**Edinburgh-Galashiels-Newcastle** (councils: *Edinburgh, Midlothian, Borders*) Currently proposed only to Berwick, and only by 2005, but pressure to extend to Newcastle.  
**Edinburgh-Livingston-Glasgow** (*Ed, W.Lothian, N.Lanarkshire, Glasgow*). Completion likely by 2000.  
**Edinburgh-Linlithgow-Falkirk-Stirling** (*Ed, W.Lothian, Falkirk, Stirling*). Completion only by 2005. However, by 2000 would give a Edinburgh/Glasgow/Stirling 'Millenium Triangle' for the huge central-Scotland population. [Note: We stated incorrectly in SPOKES 60 that this route had been dropped].  
**Edinburgh-Dundee** (*Ed, Fife*). Completion by 2005. Ties in with Fife Millenium Cyclerroute proposal.

*Note:* A map showing these routes is in the Scottish Office's **Trunk Road Cycle Initiative** leaflet. We hope to send copies to members (Anyone else: 0131.244.7224).

## AND SO, GOODBYE...

The first ever issue of SPOKES, in 1978, was published to cover Lothian Regional Council elections. By next issue, Lothian will be gone, and we would like to take the opportunity to say a big thank-you.

On April 1st the council is abolished, and transport in Lothian split

between 4 separate councils. With buses already fragmented, rail being split up, and the national cycle network to be created by a charity, the only element of Scottish transport with a strategic policy and extensive funding is trunk roads (see p.1). These will pour ever-increasing traffic into towns, cities and country lanes, leaving the small new councils to cope - exactly how *not* to establish an environmentally-based transport policy!!!

On cycling, Lothian now has an international reputation. Between 1981-1991 bike commuting fell in almost all UK cities - but rose 30% in Edinburgh. If cycle facilities

still seem thin on the ground, just visit any other Scottish city! Recall too that Lothian started from nowhere, at a time when the car was still seen by the public, and government, as the highest consumer aspiration. A time when the government argued that more cycling merely meant more casualties. It took courage to institute pro-cycling policies.

In 1977 SPOKES called itself *The Lothian Cycle Campaign* because the transport authority covered Lothian - though our first members all lived in the city! At first we were told "pressure of work in major transport policy [i.e. roads] has precluded any action on cycling". By 1981, under our consistent pressure, the council started the first railway paths; and in 1983, under Conservative convener Ian Cramond, appointed John Grimshaw of Sustrans to produce comprehensive long-term Region-wide proposals [Spokesfacts 19, 10p+ sae] - the basis for most later work.



Richard Williams

By the mid-1980s there was a substantial cycle budget; but despite our efforts it was underspent 50% or more each year. The legal, technical and consultation work for bike facilities needs almost as much staff time as for roads - though construction is of course far cheaper.

In 1987 came Lothian's best-ever decision. As a direct outcome of SPOKES pre-election lobbying, the new Labour council created a 3-person specialist Cycle Project Team (led by Richard Williams). Since then - with projects always 'ready to go' - the cycle budget has mopped up *extra* money at the end of each financial year! Annual spending is now £0.5m, 3% of the transport capital budget, with a real impact 'on the ground'.

Over the years many other Regional councillors and officials have done much to help promote cycling, and we would specifically mention long-time Transport Chair Cllr Ron Muir, and Liberal Cllr Donald Gorrie.

Since 1994, with Cllr David Begg as Transport Chair and Dr George Hazel as Director, there has been a whole new impetus, under the *moving Forward* transport strategy. Traffic calming, car restraint, and transport awareness publicity should boost cycling substantially. Specifically for bikes the many initiatives underway include networks for S.Edinburgh and 6 Lothians towns, Princes St cycle lane, and a big program of advanced stop lines. The target to double bike commuting between 1991-2000 (a further 150% by 2010) could even be too modest!



Cllr David Begg

However, whilst wholeheartedly thanking Lothian, we do admit that far less would have happened without SPOKES - and our members!! For whilst a council can often lead the public, councillors *must* remain popular - or their party will be out. For example, the idea of road-pricing was recently dropped because most Labour councillors felt it would be extremely unpopular. It makes a huge difference to councillors if they can see public support for their policies.

*That is why SPOKES always asks you, our members and readers, to write to or visit your councillor; and to reply to newspaper letters only putting a pro-car view. If you do this, you share the credit for all we have achieved so far!!*

Lane width will be 1.5m. There may be scope to widen this (or make more drastic changes) later, when westbound cars are banned and more space becomes available.

Lothian has introduced many traffic-calming schemes, with great success. Typical accident reductions are 56% (*The Calder*), 16% (*Niddrie Mains Rd*), 69% (*Niddrie House*), 35% (*Liberton Brae/Gdns*). The improvements, mainly by car speed reduction, are very welcome for cyclists - but don't hesitate to remind councillors that traffic-calming details must be bike-friendly!

The council's surveys show that residents strongly support calming - in fact, 80% want 20mph residential zones [Transport Committee 25.1.95]. However, newspaper letters from irate motorists on the supposed dangers of having to drive more slowly do worry councillors. *So if you see such letters, please put the other side!*

## RECENT DEVELOPMENTS

Lothian hopes to start a car-sharing scheme [Scotsman 28.11.95] of the type in many German cities. Users don't own cars, but can borrow one 24-hours a day for hourly and mileage fees - cheaper than ownership if you drive under 7500 miles a year, and cutting out chores like car-washing and maintenance. Cars are available widely, with ignition keys in security boxes. Not owning a car gives a genuine choice about using one - and this has cut car mileage by 50%.

Our consultation on the proposed 1-way eastbound Princes St cycle lane [SPOKES 60] strongly favoured a position to the right of the bus lane; with a majority wanting a separating kerb. The council has agreed to experiment with white lines and kerbs in different sections; changes can be made rapidly if problems arise.

## THE NEW COUNCILS

### WHO TO WRITE TO

We list the new councils in Lothian, and on National Network routes radiating out. When you write to a councillor or official, please copy useful replies to us!

If writing to your own area, write to your own councillor - phone the number shown and ask who is your councillor on the new council.

If writing to another area, write to "Committee Chairperson for Transport" (name given below if known).

E.Loathian Haddington House EH41.4BU ☎ 01620-826789 [Cllr John Ross, Environment Cttee]

Edinburgh 1 Parliament Square EH1.1TT ☎ 0131-529-4054 [Cllr David Begg, Transportation Cttee]

Midlothian Midlothian Hse, Dalkeith EH22.1DJ ☎ 0131-663-2881 [Cllr David Hamilton, Strategic Services Cttee]

W.Loathian Sidlaw Hse, Livingston EH54 6QG ☎ 01506-445900 [Cllr Tony Kinder, Strategic Services Cttee]

Falkirk Municipal Bldgs, Falkirk FK1.5RS ☎ 01324-624911. Fife Fife House, North St, Glenrothes KY7.5LT ☎ 01592-414141 [Cllr Helen Eadie, Roads & Transport Cttee]

Glasgow City Chambers, G2.1DU ☎ 0141-227-4739 or 221-9600 [Cllr Charles Gordon, Roads & Transportation Cttee]

[council is appointing 2-person cycle team]. N.Lanarkshire PO Box 14, Civic Centre, Motherwell ML1.1TW ☎ 01698-266166.

Scottish Borders Council HQ, Newtown St Boswells TD6.0SA ☎ 01835-823301 [Cllr John Scott, Tech Services]

Stirling Viewforth, Stirling FK8.2ET ☎ 01786-442000 [Cllr Tommy Brookes, Technical Services Cttee(?)]

### NEW COUNCILS WITHIN LOTHIAN

Happily, 3 of the 4 new councils already tell us they expect to continue the basics of Lothian's *moving Forward*(\*) strategy. On cycling, these include: *increasing journeys to work by bike* to 4% by 2000 and 10% by 2010 in Edinburgh and E.Loathian (2% and 5% in Mid and W.Loathian); *town networks* (plans almost complete for Musselburgh, Dunbar, Dalkeith, Penicuik, Linlithgow, Bathgate); and *bike consideration in all traffic plans*.

However, greater efforts by SPOKES and members are now needed, for the reasons below. It will be very important for you to write to councillors and newspapers, to foster pro-cycling attitudes. Also important, we need stronger organisation outside the city.

With 4 councils in charge of transport, SPOKES will be less able to keep tabs on things. As just one example, we always attend the Transportation Committee, to find out exactly what is happening - this is *really* useful. *But no way can we attend 4 separate transportation committees!!* Unless Lothians volunteers come forward to do this (offers welcome!), our work outside the city will be hit hard.

The new councils may be more interested in their own area than long-distance routes. There could be less emphasis on recreational/commuting routes out from Edinburgh.

The 3 small councils, outside Edinburgh, will have less specialist skills, staff, and experience. If their cycle officer (if any) is on holiday, sick, training, or moves away, there may be no specialist cover or continuity.

Conflicts between councils could impact on cycle provision and co-operation. Lothians councils may support out-of-town centres, conflicting with city traffic policies.

Whilst one party now controls all 4 councils, this could change in future, making conflicting policies more likely. When Greater London Council was abolished, bike routes were actually removed by some of the new small councils!

### EAST AND MIDLOTHIAN

At our autumn public meeting Bill Sandland, Midlothian Transport Director, said he expected his council to continue *moving Forward*(\*) policies, appoint a cycling officer (unclear if full-time), and expand bike facilities. Sadly, E.Loathian did not come: they had "not yet evolved a formal cycling policy" though they "want to hear" our ideas.

SPOKES has now surveyed local members, and a report will sent in. *Meanwhile, we urge locals to writeto their councillor* [see above for name/address].

### WEST LOTHIAN

W.Loathian is further ahead, both in Council policy development and in SPOKES organisation! Cllr Tony Kinder, Chair of Strategic Services, has promised...

- ✓ sustainable economic development, cycling included
- ✓ *moving Forward*(\*) bike-use targets (see above)
- ✓ 3%+ of transport capital budget (up to 10% inc walking)
- ✓ "nearly full-time" cycle/walk officer (of 25 profnl staff)
- ✓ full co-operation with adjacent councils
- ✓ publicity/promotion for walking/cycling
- ✓ reduce car-journeys to schools by 10%
- ✓ A89 cycleway by 1997
- ✓ survey existing cyclistroute problems (already started)

Our membership survey report [10p+ sae for copy], was described as "fascinating and invaluable" by David Jarman, Head of Strategic Planning and Transportation. We later met officials, and had a bike ride with Cllr Kinder and Mr Jarman in Livingston.

### EDINBURGH

By far the largest of the 4 new councils, Edinburgh retains Cllr Begg [Transport Chair], George Hazel [Director of Transport, Planning and Economic Development], and the specialist cycle staff.

At our public meeting, Cllr Begg promised *moving Forward*(\*) policies and a minimum 3% of the transport capital budget for cycling. Later, at Lothian's 'Future of City Transport' conference, he promised increased bike expenditure, emphasising that 52% of Lothian work journeys are under 5km (74% under 10km), with huge potential for increased bike use.

The Council proposes 5 area teams each covering planning, transport and economic development, but keeping some central cycle expertise. With a devolved structure, we must ensure that staff time on cycling doesn't suffer.

### (\* )MOVING FORWARD

The following *moving Forward* documents are free from Lothian Transportation, 18 Market St, EH1 1BL.

- ☞ A Transport Strategy for Lothian (Overall strategy)
- ☞ Cycling in Lothian (Cycle policy and targets)
- ☞ South Central Edinburgh - Cycle Network Proposals
- ☞ Car-free Residential Areas (explanation of how & why)
- ☞ How will YOU travel tomorrow (transport awareness leaflet)
- ☞ Transportation Policy for Developers
- ☞ Walking: Edinburgh and the Lothians
- ☞ Transport for People with Mobility Difficulties
- ☞ Lighting in Lothian (including safety aspects)
- ☞ Moving Public Transport Forward

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## AROUND SCOTLAND

### BORDERS REGION

We were delighted to get an unsolicited, very positive, letter from Cllr John Scott, Transport Chair for Borders. Cllr Scott reads SPOKES "cover to cover", hopes to do more for cyclists, and welcomes suggestions [address on p.5].

At the same moment Pedal Power, the Borders Cycle Campaign, has been re-launched [Mark Holling 01578-760239] - please send them useful correspondence or ideas. An important initiative will be pushing for an Edinburgh-Galashiels-Newcastle route.

## PEDAL POWER

### REPRESENTING CYCLING IN THE BORDERS

Following Melrose Bypass completion, the Newstead-Leaderfoot and Melrose-Newtown roads are for walkers and cyclists only, giving excellent links to minor-road networks [members see spokesworker for details].

The Borders Forum on Sustainable Development, representing Councils, business, and communities, aims to think of the world the next generation will get from us. Items in their first newsletter [free from Roddy Mackay 01835-823301x405] include one from Pedal Power.

Borders Transport Futures has an ambitious vision to re-open the Edinburgh-Galashiels-Carlisle Waverley Line [free leaflet from 01450.377470]. They have strong environmental interests, including cycle carriage and possibly adjacent paths where useful (the solum is double-track). Stop press: New study confirms viability of re-opening for passengers Edinburgh-Galashiels (£30m) and freight Kielder-Longtown (£20m) [Local Transport Today 21.12.95].

### FIFE REGION

The Kingdom of Fife Cycle Initiative [Fife Enterprise, Sandra McCrae 01592.621000] is a 5-year £1.4m plan for a Fife-wide circular route, with urban networks and extensive publicity/marketing. If lottery money is granted, the timescale will shorten to 3 years. Aimed at locals and tourists, the economy should gain £650,000 annually.

### HIGHLAND REGION

Highland Cycle Campaign [Ged Church 01463-831306] has re-formed. Its newsletter reports that Sustrans is to prepare Inverness network proposals.

HCC point out that Highland Region's cycle budget (only £40,000 to start with) was 65% spent in 93/94 and only 9% in 94/95!! This ties in with early SPOKES experience [see p.4] when Lothian's budget was often 50% underspent - till the council employed full-time cycle staff.

### TAYSIDE REGION

The new tourism strategy proposes a region-wide cycle network [Scotsman 8.7.95]. North of Montrose the 11-arch N.Esk disused viaduct is to be restored as part of a coastal cyclistroute [Scotsman 31.7.95].

## BIKE TOURISM REPORT

A major report on boosting cycletourism in Scotland was launched by Scottish Enterprise at a seminar in December [Roddy Georgeson, 0141.248.2700]. Many new initiatives and interesting statistics were revealed.

Despite bike/rail problems, 26% of cycletourists still arrive by rail; but the seminar highlighted local and long-distance bike/rail problems within Scotland. A frightening 69% of bike tourists come by car, and very few by bike, confirming the need for a safe, publicised national network!

Only 16% of cycletourists stay with relatives/friends, compared to 36% of all holidaymakers. This helps explain why, despite the old image of cyclists not spending much, cyclist holiday expenditure (£150 per trip) is near the average for all holidaymakers (£164) [STB figures, 1992-4]. Elsewhere, incidentally, cycletourists spend even more than cartourists [continental research, ref. in Sustrans Millennium proposal].

Recommended 'high priority' developments were the national network, links to it and to minor roads from urban areas, improved bike/rail provision, publicising and protecting minor-road networks, a National Cycling Forum, and a register of cycle initiatives.

## CYCLETOURIST DISCOUNTS

SPOKES promises a free mention to Scottish tourist accommodation or attractions offering a permanent 20%+ discount to people coming by bike (not bikes on car racks!). [Space permitting, we also mention discounts over 10%].

Strathyre: The Inn, Main St [on Callendar/Strathyre cyclistroute] 01877.384224. 10% off meals & overnight stay.

Edinburgh District Council [Jacqueline Hall 0131-657-4815] offers, for Feb-June if you come by bike and show this leaflet. [Incidentally, all their Leisure/Sport Centres are open 7 days, with hot drinks and toilets - handy on cold rides].

a. Portobello Leisure Centre 669.0878. One free fitness/leisure coaching class.

b. Kirkliston Leisure Centre 333.4700. Two cyclist entry for price of one, weekends only.

c. Saughton Sports Complex 444.0422. Tennis court 2 hours for price of 1, weekend only; 5-a-side 2 hours for price of 1 if whole team arrives by bike, weekend only; running track 75p (normal £2.25), any day.

## RURAL ROADS

Motor traffic is growing fast on many minor roads/lanes which were ideal cycling territory. As a result rural traffic calming has emerged. The Sustrans National Routes Guidelines to be launched in February [p.3] will describe methods and legal aspects. The Transport Research Laboratory is also examining methods [Local Transport Today 17.8.95].

Authorities implementing or considering rural traffic calming include: Lake District National Park [Transport Retort 11.95], Devon (Dartmoor), Peak District [Local Transport Today 7.7.94] and Avon [More Bikes, CTC report 12.95].

Kent is proposing to reduce speed limits on some rural roads from 60mph to 30 or even 20mph, with frequent reminders painted on the road [Local Transport Today 18.1.96]. A similar scheme is already used on minor-road Green Lanes on the island of Jersey.

However, West Sussex, which aims to reduce unnecessary car use, is concerned about isolated rural routes: "there is a serious danger that people make extra car trips, with cycles on the roof". This is indeed serious in Scotland if our objective is cycling as part of environmental transport policy, rather than merely cycling for its own sake.