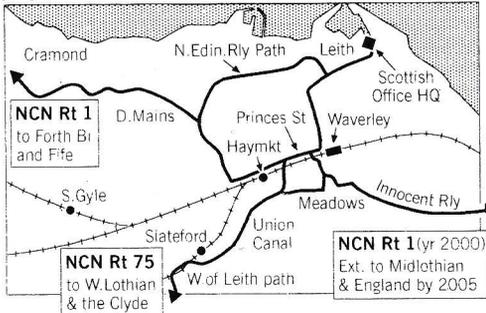


SPOKES, The Lothian Cycle Campaign, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG © 0131.313.2114  
http://www.btinternet.com/~spokes/ [This is a mail address and answerphone - SPOKES is a voluntary organisation with no staff]

### MILLENNIUM MOMENTUM

The Sustrans Millennium National Network is set to bring a huge improvement in Edinburgh bike facilities in the next 18 months. The City Centre to Forth Bridge route, and West Lothian to Leith via City Centre, must be in place by June 2000 in order for the Council to qualify for maximum Sustrans Millennium grants.

The Network incorporates some existing routes such as North Edinburgh and the Meadows. However, whereas some £1.5m over 10+ years has been spent on paths and on-road routes in the Edinburgh NCN network, another £1.5m needs spent in the next 18 months! If the council finishes the work in time, much will come from Sustrans Millennium lottery funds. Other substantial funds are in place from Water of Leith and Canal Millennium projects, government busway A90 funds, and developers required by the Council to fund relevant cyclist routes. Only a small proportion need come from the council transport budget.



#### Sustrans NCN Millennium Edinburgh Routes

Meanwhile West Lothian [p.5] and Fife [p.2] are well advanced with their own projects to continue the National Network west and north. A mass Glasgow-Edinburgh ride is planned for September 1999 in preparation for the huge mid-2000 *Ride the Net* Sustrans celebrations [p.2].

However the Edinburgh section should bring a rapid and remarkable boost to city cycling facilities [details p.4]. With indications that city bike use is now increasing fast, Edinburgh looks well on track for its ambitious targets of 4% work journeys by bike by 2000, and 10% by 2010.

Our greatest concern is staffing to ensure the Sustrans funding is all used by June 2000. It is good to hear the staffing boost we had sought for several years [Spokes 70], is now in place [p.5]. However, the extent of legal, design, consultation and construction work needed by June 2000 means that staffing remains a most critical issue.

### Scottish Parliament Election Forum 'Cycling within Transport Policy'

Come, listen, question and educate your future MSPs! Party representatives confirmed so far are...

**Labour Sarah Boyack** Edinburgh Central MSP candidate, co-ordinator of Labour Party environment campaign SERA.  
**SNP Greg McCarra** Livingston MSP candidate, member of Transport Working Party of SNP.

**Lib Dem Cllr Margaret Smith** Edinburgh West MSP candidate, Edinburgh Lib Dem Transport spokesperson.

**Green Robin Harper** Lothian top Green MSP list candidate. [Green Cycle Policy adviser P.Gaffron will also be present].

*Conservative Speaker* promised, name not yet known.

**Place:** Friends Meeting House, Victoria Terrace, Edinburgh  
**Time:** Wed 3 March, 7.30 [6.45 for coffee, stall, chat]

**Details:** Tom Rye 0131.229.3057

**INSIDE:** Health / Government policy / Slow speeds  
School travel / Council plans / Events

### CENSUS 2001

The Scottish Office is giving a clear lead to England over transport questions in the 2001 Census.

Spokes had suggested each household member be asked about main journey of the day - work, school, etc [Spokes 69], so giving councils excellent baseline data to monitor targets on cycle use, school travel, traffic reduction, etc. **Such data would be consistent UK-wide, and with easy links to social/health data, vital to the social inclusion and policy integration aims of the new government.**

Even the limited 1991 census travel data proved crucial locally, showing increased bike use, and so encouraging the Council to continue its pioneering support for cycling.

The Scottish Office agrees with us: "there is no consistent data on cycle use below the all-Scotland level ... this is not helpful to councils wishing to set targets for cycling, and to monitor progress" [6.98 note]. Thus we were delighted to see a question collecting more household travel data in the recent 3000-house Scottish census trial.

But the English DETR rejected a UK-wide question [letter to Tam Dalyell. 7.97] because, amongst other reasons, the National Travel Survey (NTS) "already provides detailed data on travel by individuals for all purposes".

It was therefore amusing to see [LTT 17.12.98] a recent DETR admission that NTS data is not even good enough to monitor national cycle targets, let alone council ones!!!

**If the English census is not modified as in Scotland, this appalling situation will remain for the next decade!**

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

## FOR YOUR DIARY

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

**Dates:** Feb 7; Mar 7; Apr 4; May 2; June 6.

*For further details or to help:* Stuart 0131.445.7073.

**Spokes Cycling Weekends** - programme will be enclosed in member mailings if ready; or phone Harry 0131.229.6274 or see <http://freespace.virgin.net/bike.bus/>

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

**Feb 23 Bus Developments** 7.30, City Chambers, High St. Speaker from LRT or FirstBus. CRAG/RDS/SAPT meeting.

**Mar 3 SPOKES ELECTION FORUM** - see p1.

**Mar 11 Scottish Parliament** Royal Scottish Museum lecture by Parliament architect Enric Miralles, 6pm. Advance ticket sales (£2) - details at museum or phone 0131.247.4219.

**Mar 19 Transport, Planning and the Scottish Parliament** RTP1/CIT Conference, Falkirk £95. Speakers from 4 political parties + transport experts. 0131.226.1909.

**Mar 23 The role of the Taxi** 7.30, City Chambers, High St. Speaker from Taxi Trade Assn. CRAG/RDS/SAPT meeting.

**Mar 24 Safe Routes to School** conference - see p3.

**Mar 24 Managing Occupational Road Risk** Glasgow RoSPA conference [see back page] Fax 0121.248.2001.

**Apr 1 Central Scotland Recent Rail History** 7.45, Friends Mtg Hse, Victoria Ter. Rail Preservation S'ty. 334.5232.

**Apr 13-17 Velo City 11<sup>th</sup> international conference**, Graz/Maribor. 0043.662.826878, [velocity99@semaco.co.at](mailto:velocity99@semaco.co.at)

**May 6 Scottish Parliament and Council elections**

**May 26 Slower Speeds Conference** in Linlithgow. Joint Transform Scotland/Slower Speeds Initiative/West Lothian Council. *Details:* 0131.467.7714.

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

**June 8 National Car-free Day; June 5-13 Green Transport Wk** Environmental Transp Ass, [pascal@compuserve.com](mailto:pascal@compuserve.com)

**Jun 12-20 National Bike Week**

**Jun 20\* Edinb. Convergence Ride** Mark James 334.2653.

**July 1 Scottish Parliament opens** and takes responsibility for most transport matters [but only partly for rail].

**Date?\* Sustainable Scotland - Transport Options** Scottish Transport Studies Group, Brian Weddell 0131.455.5143.

**September\* Glasgow-Edinburgh Mass Ride**

**2000, June 19-25 Ride the Net 2000** Sustrans Millennium 3000-mile network opens ... "stunning participatory events"

*Spokes contacts:* Cathy Scott 667.6740; Mark Symonds 229.7190  
*Scotland:* Andy Dunn 01505.614302 [amdunn@compuserve.com](mailto:amdunn@compuserve.com)

\*Provisional event or details - contact the organiser.

## SPOKES LEAFLET INFORMATION

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*Copyright details:* SPOKES may be quoted freely, if we are acknowledged and our address given.

## NEW PUBLICATIONS

**Traffic Advisory Leaflets** free government advice to councils etc [0171.676.2478].

6/98 *Contraflow Cycling*.

7/98 *Cycle Audit & Review* [see also below]

8/98 *Shrewsbury High St route* describes a very cycle-unfriendly 'historic zone' scheme. How *not* to do it!

9/98 *Sinusoidal, H & S Road Humps* - unusual types of road humps, including the effects on bikes.

**'Cycle Audit & Cycle Review'** 100-page guide for transport professionals [£25, Inst. Highways & Transport 0171.387.2525]. Describes systematic methods by which proposed/existing road/traffic schemes can be checked to ensure maximum bike-friendliness. For free summary, see 7/98 above. Forms part of the government's National Cycling Strategy, and is endorsed by the Scottish Office for use in Scotland.

**'Light Rapid Transit and Cyclists'** Excellent detailed CTC report on making LRT as bike-friendly as possible. £10 from 01483.417217. Spokes has drawn this report to Edinburgh Council's attention in view of the proposals by New Edinburgh Tram Company [8 Manor Place EH3 7DD].



**Cycleclips & Fife Cycle Maps** The huge lottery-funded Kingdom of Fife Cycleways Project is well underway. Issue 2 of their mag *Cycleclips* [free from 01592.413043] has a map of currently open sections, plus rail links. [The project also issues detailed maps as routes are completed]. *You can now train from Edinburgh to Dundee, Cupar or Ladybank (free bike reservations), then cycle back to the Forth Bridge or Dalmeny station almost entirely on cycle routes (mainly signposted on-road routes), apart from a few miles not yet complete near Kinross.* Also from Kirkcaldy or Thornton stations (reservations not essential), cycling via Markinch and Falkland. The off-road railway path from Dunfermline to Clackmannanshire border is also open, with work well underway on continuation to Alloa.

## CYCLE EXPEDITIONS

**Jubilee 2000** is a campaign for cancellation of 3<sup>rd</sup> World Debt by year 2000. A bike ride to Cologne is planned for the June 18 G8 Nations Summit, leaving Edinburgh from a June 12 mass event. 'Dynamic volunteers' wanted to ride and to organise. Spokes member Andrew Waugh 313.3647.

**LEAP 21** (Local Environmental Action Projects) is organising 2-4 day cycle expeditions (local and further afield) for 14-25 year-olds as part of the Duke of Edinburgh's award scheme. Please contact them if you are 14-25 and interested, or if you are an experienced cyclist and would like to help as a volunteer. More details in members' mailing (in Spokesworker), or phone 0131.529.7074 [Scan].

## POTHoles/GLASS/FUMES/TAXIS

If any of these bug you, here is where to report them...

**Potholes, glass on cyclist routes, broken lights, etc anywhere in Lothian (including Edinburgh), or Falkirk District:** use Freephone Clarence 0800.232323. [A good way to report exact location is the number on the nearest lamp-post].

**Smoky commercial vehicles:** 01506.445216.

**Bad taxi-driving:** The Inspector, Cab Office, 33 Murrayburn Road, Edinburgh EH14 2TF.

## MEMBERSHIP RENEWAL

*If you receive a 1999 renewal form with this mailing, you must return it to renew, even if there are no changes!*

*If no renewal form is enclosed you are up to date for 1999.*

## SLOW SPEEDS INITIATIVES

West Lothian Council, an early Slow Speeds enthusiast [Spokes 69], is to host a **Scottish Conference** on 3<sup>rd</sup> March [see p.2]. We hope all interested members will attend.

Already experimenting with residential 20mph zones, and extensive community/school participation to promote them, the Council is now considering 30mph for many country roads, 20mph walking/cycling-priority on country lanes, and Scotland's first(?) 20mph main-road town High Street - a 1km section of the A803 through Linlithgow.

Planning and transport director **David Jarman** hopes that "in 20 years the idea of vehicles travelling inches apart at closing speeds of 120mph (i.e. 60mph each), and mixing with pedestrians and cyclists at potentially lethal speeds, will seem as archaic as open sewers down the middle of streets do now" [W Lothian Courier 21.5.98].

The conference is jointly organised with environmental transport pressure group **TransForm Scotland**, and the **UK Slow Speeds Initiative** [PO Box 746, Norwich NR2 3LJ]. Others who have endorsed the SSI objectives include Edinburgh Council, Scottish Liberal and Green parties, and ourselves - with a 90% vote in favour [Spokes 69].

**Edinburgh Council** also supports speed reduction, and has "approved in principle the phased introduction of a city-wide 20mph limit on appropriate roads" [Transport Committee 24.8.98]. The long-term objective is a city-wide 20mph zone, except on major/through routes, but law and the need for consultation mean this is not imminent.

The legal problems are not just government cussedness! A big concern is whether zones are respected by motorists - a notoriously lawbreaking group! Government research in 30mph zones found 70% of cars (55% of HGVs) over 30mph and 40%(25%) over 35mph. Average car speed was 33mph! [Vehicle Speeds in Great Britain 1995, DoT].

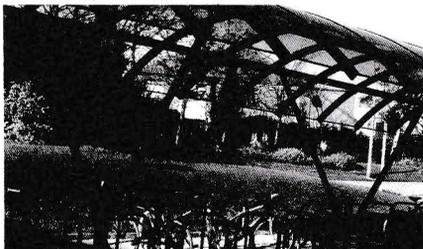
The government is considering legal changes, and is experimenting by allowing all Scottish councils three 20mph schemes indicated only by signs. Edinburgh's are in Echline, Buckstone and Magdalene areas. The Council is now to consult the public on 2 much larger pilot zones - New Town/Old Town and Gilmerton/Liberton. **They are also seeking permission for a phased programme of advisory 20mph limits outside all 100 primary schools!**

## WHY PEOPLE CYCLE!

- ☼ **Jon Snow** has difficulty fitting in all his voluntary and TV work, and only manages it by cycling everywhere [London Cyclist 1/97].
- ☼ For short radial **door-to-door journeys** between central & inner London, the average time was 45mins by rail or car (including finding parking) and 34 by bike. Entirely within central London it was 33 mins by car and 18 by bike [DoT press notice 28.5.97].
- ☼ "If you have wondered who are the cyclists who ride along the basement corridor they are the anaesthetists - it is the quickest way to get round the hospital in emergencies" [Doncaster Royal Infirmary newsletter]
- ☼ **People cycle mainly for utility, not leisure.** 34% of trips are work-related, 19% social/entertainment, 15% shopping, 14% education, 8% holiday/daytrip [Chris Banister, Cycling & the Healthy City report].
- ☼ Typical **car ownership/use** requires £70-£120 weekly earnings before tax [for details send SAE to Anna Semlyen, York Cycle Campaign, 14 Lawrence St, York YO1 3BN].

## SAFE / HEALTHY SCHOOL TRAVEL

- ☼ A Lothian Safe Routes **conference** is planned for 24<sup>th</sup> March [details: 0131.229.0072 or http://reespace.virgin.net/ch.edinburgh/lstr/]. Talk by **Cllr Paul Williamson**, Edinburgh Council, and presentation by Sciennes school. Teachers, officers, councillors, parents, pupils welcome.
- ☼ We so like the **Sciennes Safe Routes report** that we're offering a free copy to up to 50 parents, teachers or others who would find it useful. Send your name/address to Spokes. It describes pupil surveys, walking-trains, a 100-person 9-mile school ride, and campaigns for a **local 20mph zone** and to **close Sciennes Road to cars, extending the playground over the road!**
- ☼ LSR needs **unwanted bikes**, small-adult or school-age, to refurbish and loan out for school rides.
- ☼ **Craigmillar Primary** solved the problem of keeping children busy when travelling to the Peoples' Story Museum by cycling there instead of bussing! Minor roads and the Innocent path formed an excellent route.
- ☼ **W.Lothian Council's** Safe Routes newsletter **Striding Out** [01506.775292] reports that 27 of Armadale's 32 P6 pupils want to go to school by bike - the school is now requesting secure bike parking. The Council also has a Safe Routes competition for Y1 Secondary.
- ☼ **Midlothian's** SRS project [0131.271.3423] has resulted in bike racks, bike maintenance training, and pupils thinking about car-dependence at Woodburn Primary.
- ☼ **Sustrans's Safe Routes to School newsletter** is free to interested teachers etc. [Write to Safe Routes Project, Sustrans, PO Box 21, Bristol BS99 4HA].
- ☼ **900 bike parking racks** are to be included at a new Milton Keynes secondary school [MKCUG news 3.98].



*New bike shed at a York school where 57% want to cycle*

## SAFE ROUTES FOR PENSIONERS!

We have been reminded that cyclists of *all ages* want safer routes. We liked this report from a holidaymaker in the Netherlands [On Your Bike, Summer 98].

*"We could hear a faint noise in the quiet pine forest. We realised it was talking and laughter, getting closer ... Then another cyclepath crossed ours ... a formidable matronly figure jumped off her ancient roadster at the little crossroads and brandished a pole with a red disc at the end, clearly a signal to stop! Then a convoy of around 50 elderly cyclists came into view, chatting loudly and pedalling strongly. This was clearly an old folks outing and, being Dutch, they were all on their bikes!"*

**Until recently primary school bike rides like Sciennes and Craigmillar above were unheard of. Now let's see OAP clubs and homes doing the same!**

# Edinburgh Council / Sustrans Millennium Network

The table shows work proposed to complete Edinburgh's sections of the Sustrans National Cycle Network by June 2000, as on p.1.

*We emphasise that the dates, proposals and costings shown are all provisional. Also, due to space, this table excludes projects under £10k and completed projects.*

Spokes would also like to see the year 2000 network extended to **Dalkeith and Musselburgh.**

There may be further schemes, not shown here, since other cycle routes/developments within 1km of the main Sustrans network qualify for 20-25% funding for construction and 50% for legal costs, if completed by June 2000.

However, work on the network, necessary by June 2000 to get the Sustrans grants, may mean delays in other projects such as proposed cycle facilities on the route to Kings Buildings at Blackford Rd junction.

*Readers wishing to comment, write to your councillor - see p.1 to get name/address.* Please send us any useful replies.

## Footnotes to table:

\* All or significant funding from non-Council non-Sustrans funds (eg developer or other Millennium).

# To be investigated as part of major city centre transport package(s); likely dates not known.

NCN Route 75 (Clyde to Forth) : Kirknewton-Edinburgh-Leith section		provisional cost	provisional dates
Easter Newton, Boll-o-Bere A70	2.5m & 3m paths	£30k	9/99-1/00
Johnsburn Rd	path & advisory crossing	£15k	9/99-1/00
Bridge Rd	path & lanes	£27k	9/99-1/00
Balerno-Slateford	toucan crossing	£25k	9/99-1/00
Canal to Fountainbridge	path upgrade	*£325k	3/99-12/99
Fountainbridge	path upgrade + new	*£120k	10/99-3/00
Morrison St	toucan & path	*£35k	12/99-3/00
Conference Centre area	toucan	*£25k	12/99-3/00
Rutland St	bridge & path	*£480k	6/98-?
Shandwick Place	contra-flow	£11k	12/99-3/00
Princes St	toucan	£25k	12/99-3/00
St.Andrew Sq	cycle lanes westbound	#£15k	#
Dublin St	cycle/bus lanes	£16k	4/00-5/00
Dublin St to Scotland St	crossing	£25k	4/00-5/00
Rodney St tunnel (!!!)	cycle lanes	£16k	4/00-5/00
Broughton Rd	path & lights	£26k	2/00-5/00
Commercial St	path access	£10k	?
North Edin network	toucan	*£30k	2/00-5/00
	signing	£30k	12/98-2/99

NCN Route 1 (Dover to Inverness) : Forth Bridge to Edinburgh section			
	major schemes (#)	# ??	#
Mound to Haymarket	toucan	*£26k	1/99-2/99
Haymarket Terrace	paths	*£17k	1/99-4/99
Haymarket coalyard	embankment link	£10k	1/99-4/99
Balbirnie place	toucan	£25k	3/99-6/99
Cramond Rd South	toucan	£26k	3/99-6/99
Golf course route	path upgrade	£26k	3/99-6/99
Whitehouse Rd	toucan	£26k	3/99-6/99
A90	paths new & upgrade	*£145k	12/98-7/99
B924 Edinburgh Rd	lanes/path	£23k	12/98-7/99
Chapel Gate Rd	lanes + junction safety	£26k	12/98-7/99
Main St	lanes + upgrade	£25k	12/98-7/99
Kirkliston Rd	toucan	£26k	6/99-8/99
Ferrymuir Lane	path	£19k	7/99-10/99

NCN other routes in Edinburgh City			
Geo IV Bridge	bus + cycle lanes	£20k	12/98+3/00
Bristo Pl / Teviot Pl	lanes, ASLs, junc safety	£30k	12/98-1/99
Gilmore Pl / Gilmore Pk	lanes + ASL	£20k	4/00-5/00

## MAY 6<sup>TH</sup> - ELECTIONS, PARLIAMENT AND COUNCILS

### THE SCOTTISH PARLIAMENT

The Scottish Parliament to be elected on May 6<sup>th</sup> will be completely new in every respect, including every aspect of how it works. **If the environment is really to be "at the heart of government" as Tony Blair and Donald Dewar promised, this must be built into Parliament's structures from the start.** At the Jan 23 SERA conference, the following measures were suggested...

- ☆ All draft legislation to be audited for environmental implications.
- ☆ A 'Green Unit' in every Scottish Office department.
- ☆ A Cabinet Environmental Committee.
- ☆ Environmental targets in all relevant policy areas.
- ☆ An Environment Select Committee to monitor all the above areas and ensure they are not just tokenism.

*Decisions on the structures will be taken rapidly after the election by the new MSPs, and are already under discussion by the government and other parties. Please raise these issues now with parties and candidates, and keep up the pressure after the election.* Send us any useful replies. The structures will hugely influence what happens right across the spectrum of policy, very much including planning, transport and cycling.

### COUNCIL ELECTIONS

In the excitement about Scottish Parliament elections, remember Council elections are also on 6<sup>th</sup> May! *Few people are thinking about Council elections, so you can make a real difference!!* Whichever Council you live in, write **now** to your councillor (or local political parties) asking for a substantial manifesto commitment to funding and staffing for cycling, speed reduction, and sustainable transport in general. See page 1 to get name, address, etc.

## OTHER LOCAL NEWS

Please write to your councillor about any matters that concern you. See p.1 to find their name, address, etc.

Top quality local bike maps on sale from Spokes - see p6

### WEST LOTHIAN

- ★ A year or two ago, our West Lothian members had a big letter-writing campaign for an **A89 cyclistroute**, to link Broxburn, Uphall and the huge Livingston network to the A8 path to Edinburgh. *If you wrote, please congratulate yourself*, as a tarmac path is to be built early this year. The project got a big boost from the number of letters, especially from locals to whom it is very important. The route will also allow Edinburgh residents a circular ride, visiting the Livingston network, then returning by the Glasgow-Edinburgh route through Kirknewton/Balerno. The A89 is partly in W.Lothian and partly Edinburgh, so we are pleased the 2 councils are co-operating. The Edinburgh section (railway to Newbridge) has one land-ownership problem, hopefully to be resolved soon. It also includes a toucan at the B800, an accident black-spot, funded as part of an accident-prevention scheme.
- ★ New traffic lights near Linlithgow rail station will include cycle advance stop lines.
- ★ **Linlithgow Canal Society** reports that in 1998, for the first time, "an appreciable amount of visitors came by train or bike" compared to overwhelming car use before.

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### MIDLOTHIAN

- ★ Work is underway to restore the magnificent A-listed **Bilston Glen viaduct**. The path above will form a vital foot and cycle link between Roslin and Loanhead, and Sustrans is working with the Council on longer routes.
- ★ Although Spokes has had useful contact with the Council over cycle facilities for the proposed **dual-carriageway A701**, we are opposed to the principle of this major new road. NAAG, the local group working for a sustainable alternative, can be contacted at the Countryside Inn, Bilston (Noel Lithgoe). Meetings there 7.30 each Weds.
- ★ Midlothian is devising a **Countryside Access Strategy**. It includes *4 long distance paths*, Penicuik-Musselburgh, Roslin-Edinburgh, Edinburgh-Borders (NCN route), and S.E.Wedge strategic links; and *5 local path networks*, Dalkeith/Easthouses, Gorebridge/Vogrie, Bilston/Lasswade, Penicuik, and S.E.Wedge local network. Spokes member **Tony Galloway** will be attending the associated Access Forum. *Give him your ideas:* 0131.663.6000.

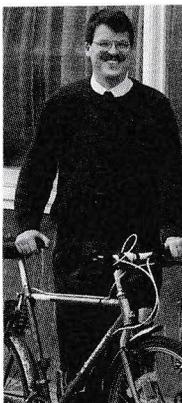
### EDINBURGH

- ★ The Spokes autumn public meeting addressed by **Clr David Begg** was a huge success, with over 120 present, giving a strong message of support for sustainable transport policies. Clr Begg revealed provisional data

that cycling to work in the city may have doubled since the 1991 census. He emphasised the importance of the *dense city*, and strong support for *urban villages* within it, so people have local access to work, school and shops.

- ★ Clr Begg promised a questioner he will look into **Canal and Water of Leith** path width and surfacing. The council is helping fund improvements, but it is not clear whether the result will be surfaces of adequate width and long-lasting to survive the ravages of the weather.
- ★ The council has begun the lengthy legal processes to ban cars, lorries, etc from **Princes St westbound**. However, it is proposed they will be allowed between 6pm-8am.
- ★ The council is consulting on radical **Parking Standards** for new developments; aimed to reduce car use [Transport Cttee 30.11.98]. There will be *maxima for car spaces*, and developers will have to pay some of the savings into a *sustainable transport fund* to encourage walking, cycling & bus. Very detailed requirements are set for amount and type of *bike parking* at all types of development, in line with Edinburgh's 2010 10% cycling target. All major new developments must also institute *staff travel plans*. Details from/comments to: P.Noble 0131.469.3803.
- ★ Spokes has met **Railtrack** over the future of **Waverley**. They are optimistic that pedestrian/cycle routes could be included, as in the Local Plan intent for "*pedestrian and cycle linkages through the sites*", a condition Spokes fought for at the Plan public inquiry. The local plan maps suggest links from *Innocent railway to Princes St and Jeffrey St to Leith St*. Work is unlikely before 2005!
- ★ The Council has cycle lanes in its **Holyrood Rd** upgrade plans, leading to the new Parliament building. *However, the plans don't show a connection from the Innocent path across Holyrood Rd to the High St, despite this being in Edinburgh Local Plan*. A *pedestrian-only crossing is proposed, and at a point unsuitable for the above route*.
- ★ A draft **City Centre retail strategy** [Transport Cttee 5.11.98] includes some very interesting traffic-reduction ideas, but virtually nothing on cycling. With Edinburgh's 10% 2010 cycling target, and examples of over 50% shopping journeys by bike in some European towns [eg Houten], this is not good enough! *Details/comments from/to:* Norman Jamieson 0131.469.3729.

### EDINBURGH COUNCIL CYCLE STAFF



The arrangements promised by the Council last autumn [Spokes 70] are now in place. There are now 2 staff in the Central Cycle Team, and we especially congratulate long-standing cycle officer **Matthew Simpson** [photo] on much merited promotion!

The Council is also expected to appoint a paths Access Officer, half-funded by Scottish National Heritage.

There are also Area officers (below) with cycle/walk responsibility. Note that they deal with planning issues, new routes, safe routes to school, etc; but not potholes & lighting - see p2.

<i>City Centre</i>	<b>Neil Macfarlane</b>	0131.529.3416
<i>West Edinburgh</i>	<b>Alec Hope</b>	0131.529.3435
<i>North Edinburgh</i>	<b>Andy Mathieson</b>	0131.529.3431
<i>South Edinburgh</i>	<b>Derek Roden</b>	0131.529.3720

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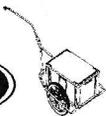
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# GOVERNMENT TRANSPORT POLICY NEWS

There are continuing developments, mainly good but some disappointing, following last year's **Transport White Papers** [Spokes 70]. *With nearly all transport responsibility moving to the Scottish Parliament, please raise these issues with candidates, and then your new MSP* [p.1 for addresses].

## SCOTTISH PUBLIC TRANSPORT FUND

The Scottish White Paper [Spokes 70] asked councils to draw up sustainable **Local Transport Strategies**. A 3-year £90m **Public Transport Fund** was announced, to which only councils with such Strategies will be allowed to apply.

Guidance on how councils bid for the Public Transport Fund has now been issued [SODD circular 22/1998]. Projects must aim primarily to *"encourage use of public transport, reduce road traffic volumes, improve local environments; and work towards statutory targets for air quality; such projects could incorporate measures to facilitate cycling and walking as sustainable modes of transport"*.

This is a big improvement on the previous **Tory Challenge Fund**, much of which went to road construction, but its name and rules do not encourage councils to bid for schemes that are mainly or entirely walking/cycling. **The first round of council bids is now in, and have very little on cycling, safe routes, etc, even as part of public transport packages.**

## ENGLAND LEADS

In complete contrast, the government in England has now really succeeded in persuading councils to make walking, cycling, safe routes, etc, a major priority. Of some 90 successful transport funding package bids [LTT 1.1.99] **over 70 included either cycling or Safe Routes to School measures** (also many public transport measures).

**This contrast is a big disappointment and failure by the Scottish Office. Particularly when Edinburgh has shown that cycle use can be increased, pedestrian casualties reduced, and shop takings boosted, by such investment. The Scottish Office has now produced a mechanism to cajole councils into taking public transport more seriously - but not walking and cycling.**

The Scottish Office say advice to councils on Local Transport Strategies will cover this [consultation soon]. But advice is not enough, especially when funding messages are mixed! **The Public Transport Fund must be re-jigged now, to give councils an immediate clear message to take walking and cycling seriously. Please raise this with your MP!**

## ROAD USER CHARGING

The government is consulting on workplace and road-user parking charges (England & Wales). *'Breaking the Logjam'* [from DETR free literature, PO Box 236, Wetherby LS23 7NB] seeks replies by 31.3.99. A Scottish consultation will occur later, probably with similar ideas, and readers with English connections may wish to reply to both.

The big plus is the large revenue for sustainable transport. Worryingly, however, there are calls for some/much of the money to go to road-building - this was even mentioned in the Scottish Transport White Paper [para 4.3.13]. There are also problems of diverting employment, shopping, traffic, etc, leading to longer journeys. e.g. a city toll or workplace charge may mean developers going out-of-town; motorway tolls may bring traffic to small roads, to the detriment of cyclists, residents, etc. The government has so far backed off from *uniform national tolling/charging* (perhaps with local top-ups), which could avoid such problems.

Very disappointingly, despite no serious argument against, the government is only planning workplace parking charges - **not a charge on supermarkets for car-parking spaces**. The excuse that workplace and road-toll experiments must come first is pathetic - Britain, even Scotland, is big enough for local experiments of all types! Councils are urging the government to think again [Guardian 15.10.98, LTT 17.12.98]. Meanwhile a new government report [*The Impact of Large Foodstores on Town Centres*, DETR 1998] shows town-centre losses up to 50% from out/edge-of-town developments.

## CLIMATE CHANGE

Comments on the UK Climate Change consultation have to be in by 12 February [www.detr.gov.uk]. Spokes has called for policy to deliver *substantial* shifts to cycling; and allocation of petrol tax revenue to sustainable development in rural and urban areas [see Spokes Internet web site].

## ROAD BUILDING

We remain concerned that the government has not sent a clear message to **councils** who seek expensive and traffic-generating road projects [Spokes 69]. Current such proposals include Midlothian's planned dual A701 [p5] and the M74 extension [Glasgow Council and others].

**Trunk road** intentions are also unclear. The Labour Scottish Office made an excellent start [Spokes 69], cancelling a new Forth Road Bridge, and putting most other proposals into a (still ongoing) review. But despite the new 'integrated' transport and planning policy, *trunk roads retain separate staffing, separate budget, and separate appraisals*.

The recent Scottish Office consultation paper *Appraisal of Trunk Road Investment* is a backward move! [Spokes 70]. The Transport White Paper sought integration of modes, and of policies on health, land-use, environment, etc. Instead the paper takes road proposals as a starting point, then looks at the road's impact on other transport modes, contradicting a ministerial promise [letter to Spokes 19.9.97] that the Scottish Office will *"fully consider alternatives to new roads"*.

**Indeed, why trunk road appraisal at all? Surely it should be transport/accessibility appraisal?** Surely, too, it should be conducted regionally, and should consider 'package' solutions using planning and traffic management in the whole catchment area, as well as public transport.

Meanwhile, two trunk-road announcements considered urgent have recently been made. The **M8** decision, to cancel Tory plans for a 14-lane privately financed spaghetti-system between Baillieston-Newhouse, in favour of tackling safety and structural problems is very welcome (but was attacked by SNP, Liberals and Conservatives!). **Worryingly, though, neither this nor the Kincardine Bridge decision seems to have been decided in an integrated way.** If the Kincardine money was instead available to councils, to boost road safety and the local economy, would they spend it like this?

Also disturbing in light of the Traffic Reduction Act is the Minister's statement [SO 30.11.98] that Kincardine *"will provide realistic additional road capacity ... in recognition of predicted future traffic increases"*. This also contradicts his earlier statement [Herald 1.8.98] that *"the overall aim is to secure a modal shift from road to public transport"*

**Stop press:** There are welcome signs the trunk road review may be delayed pending a more integrated assessment [Minister Calum MacDonald speech at SERA conference 23.1.99]. If so, we wonder if this stems from the widespread disappointment over the trunk-road appraisal consultation paper - see above and Spokes 70!

# THE HEALTHY SECTION

## DE FUTURO URBANORUM

Spokes 70 highlighted Dr Dunbar's government-funded scheme in Dundee to prescribe cycling instead of pills for appropriate heart, lung, diabetes, blood pressure and other patients. Now we hear of two other practices prescribing walking for the same purpose [Paths for All seminar, Dec 98].

Increasing numbers of GPs are taking the message to heart, doing their rounds by bike. Glasgow's Dr. Colin Guthrie is well known locally; and we really liked Dr Williams's recent article [British Medical Journal 19.12.98] with the above title. He has cycled over 100,000km on his London rounds, a quarter of the way to the moon.

*"These innumerable short journeys have added up to an urban odyssey which has been not only highly efficient, but enjoyable ... it became increasingly unthinkable to return to the frustrating torpor of trying to use my car for the job ... the early euphoria of overtaking Jaguars and BMWs has fortunately worn off, although it remains an agreeable if rather repetitive experience ...*

*"Given the increasing clinical and epidemiological evidence of the benefits of regular exercise, it is strange that so many doctors still waste so much time crawling around cities imprisoned in their cars ... if they tell their patients to exercise they could well attract the fair retort 'Physician, wheel thyself.'"*



## HEALTHY PUBLICATIONS

Inspired by the government's Transport White Paper, which said *"the way we travel is making us a less healthy nation"*, the Health Education Authority has published an excellent briefing paper for health professionals on linking transport and health issues [*Transport and Health*, HEA 0171.222.5300]. As well as traditional injury and pollution links, the briefing highlights links with the new government priorities of social inclusion, equity and environment.

It asks health authorities to set an example, highlighting a government call *"that hospitals take the lead in changing travel habits. By the very nature of their work, hospitals should ... act responsibly on health issues. We would like to see all hospitals produce green transport plans"*.

This is now easier thanks to a manual for hospitals on how to implement green transport policies. *The Healthy Transport Toolkit* includes case studies of several very successful schemes [£20 Transport2000, 0171.388.8386].

Locally, health issues were one of the factors behind a joint **Edinburgh Council / Chamber of Commerce** green travel initiative. ECCE now has a green transport co-

ordinator Caryll Paterson [477.7000] and an excellent guidebook for local companies, *The Way to Work* [£15].

## HEALTHY LIFESTYLES IN LOTHIAN

Spokes member David represents us on a Lothian Health project to encourage physically active lifestyles. *Send your ideas or suggestions:* dleslic@bes.org.uk or 441.5676. David also has an email list for interested online members.

## HEALTHY SCHOOLS

The Scottish Office [News Release 4.11.98; details from 0131.244.0350] has allocated £26m for up to 60 Community Schools, to promote social inclusion and raise standards. One key aim is to encourage healthy lifestyles, and to raise awareness of safety issues. Education, health and transport professionals can link under this umbrella to work on safe and healthy school travel [also p.3].

## HOW SAFE IS CYCLING?

For years the 'road safety industry' and government officials were negative about encouraging cycling, insisting it would mean more deaths and injuries [Spokes 48 & 63]. Statistics were mis-used, forgetting that cyclists travel far fewer miles than motorists, that many cyclists are children, and the huge health benefits of cycling. How refreshing to re-read the 1991 paper *Cycling in Safety?* [J Morgan, Transport Research Lab], one of the first UK professional reports to give a more balanced picture.

John Morgan pointed out that though cycling *per km* in Britain is dangerous, cyclists have a slightly *lower* risk of death *per year*, compared to all travellers, and only a slightly higher risk of injury. He also pointed to European experience showing that safety could be improved hugely by deliberate policy, as in countries where cycling was *10 times safer* per km than in Britain! [Now UK cities such as York have achieved *increases in cycle use combined with big reductions in total cycle injuries*: so much for the theory that more cycle use has to mean more injuries!]

He also emphasised the health benefits of cycling; though how great they are only became apparent later *"Even in the current hostile traffic environment, the benefits gained from regular cycling were likely to outweigh the loss of life through cycling accidents for the population of regular cyclists. One calculation has shown the ratio to be around 1:20"* [Road Transport and Health, British Medical Assn 1997].

## HOW SAFE IS DRIVING?

Health and Safety experts have rightly highlighted the hazards of industries like coal mining. Strangely, work-related driving has never been considered a work hazard. *Yet a driver covering just 25,000 miles a year as part of their job has almost the same risk of work-related death as a coal miner!* [Managing Occupational Road Risk, RoSPA 1998]

Deaths involving vehicles driven for work purposes are *"a hidden epidemic which increases the figure for work-related deaths between 3 and 4 times"*. Crashes involving 'at work' driving also result in 800-1000 UK road deaths a year, including many of cyclists and pedestrians. [See events list p.2 for 24 March conference on these issues].

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

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