

## FOR YOUR DIARY

**Note: General Meetings** are at 8pm and **Pub Evenings** at 8.30, both at Kay's Bar, Jamaica Street, off India Street (upstairs room). At general meetings groups report on activities. Pub Evenings are purely social.

- Aug 10: **General Meeting**, chaired by **Resources Group**.  
 Aug 20, 27 & Sep 3: **SPOKES** stall at Grassmarket Festival.  
 Aug 21: Festival cavalcade, 1.30. Join the **SPOKES** entry — dressed up people and unusual bikes wanted. Phone Harry 229 6274.  
 Aug 31: **Pub Evening**  
 Aug 30 — Sep 3: Exhibition on West Approach/Relief Road; Planning Department, 12 St. Giles Street. 10.30 am — 8 pm till Sep 2; 9.30 am — 12.30 pm on Sep 3.  
 Sep 4: Fun Run along Balerno railway path. Pub lunch or sandwiches. Details: Harris, 226 4681 (day).  
 Sep 10: **ST. ANDREWS RIDE** — see page 1.  
 Sep 13: **WRR** (West Relief/Approach Road) public meeting, 7.00 pm, Corstorphine primary school.  
 Sep 14: **General Meeting**, chaired by **Safety Group**.  
 Sep 15: **WRR** public meeting, 7.00 pm, Tollcross primary school.  
 Sep 20: **WRR** public mtg, 7 pm, Springwell House, Ardmillan.  
 Sep 22: **WRR** public meeting, 7.00 pm, Balgreen primary school.  
 Sep 28: **Pub Evening**.  
 Oct 3: Council decision on **WRR** — meeting open to public (details 229 9292).

- Oct 12: **General Meeting**, chaired by **Cycleway Group**.  
 Oct 23: Lunch at Teviot Row Union (12.30ish) followed by **bike tour** of how the city bypass will affect cyclists; leave Bristo Square 1.45 pm. If wet, postpone ride to Oct 30, same time & place.  
 Oct 26: **Pub Evening**.  
 Nov 5: Campaign network meet in Nottingham.  
 Nov 9: **General Meeting**, chaired by **Events Group**.  
 Nov 30: **Pub Evening**.  
 Dec 14: **General Meeting**, chaired by **Planning Group**.  
 Jan 11: **General Meeting**, chaired by **Resources Group**.

### HELP NEEDED

**SPOKES** operates through working groups which meet every few weeks, usually in members homes. All groups, especially **Planning and Safety**, need new members. Phone the group co-ordinator.

- Cycleway Group:** Ewan Jeffrey, 447 6782  
**Events Group:** Harry Henniker, 229-6274.  
**Planning Group:** Richard Grant, 667-3983.  
**Resources Group:** Dave du Feu, 667-0214 (day)  
**Safety Group:** Ian Robertson, 447-6537.

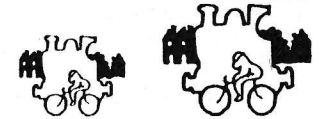
### WANTED DESPERATELY

1. Filing cabinet for **SPOKES** office.
  2. Person to take brief minutes at **Planning Group**
- If you can help - leave message at **SPOKES** office.

# SPOKES

LEAFLET 20 AUTUMN 1983

THE LOTHIAN CYCLE CAMPAIGN 031-225-6906  
 53 George IV Bridge, Edinburgh EH1 1EJ



**John Grimshaw, the Department of Transport's consultant, has been appointed by the Scottish Office and by Lothian Regional Council, to conduct two major and exciting projects which will set a new pattern for cycling in Scotland.** The projects result from continual pressure by **SPOKES**, and we particularly thank those of our members who have been writing to and visiting their MPs on cycling matters — it works! Please keep it up!!

### SCOTTISH RAILWAY PATH AND CYCLE ROUTE PROJECT

The Scottish Office contract is for a study of disused railway and other off-highway opportunities throughout Scotland. It provides a real opportunity for mapping out and putting forward a practical policy for the off-highway element of cycling strategy for Scotland.

The project begins in July and includes an MSC team of about 10 people, 5 based in Edinburgh and 5 in Glasgow. Anyone interested in joining the team should contact the project office — you must be unemployed and either a cyclist (for surveying work) or an engineer or illustrator (for artwork). The team will also be doing some work for BR, photographing every disused railway bridge (or remains thereof) in Scotland.

John Grimshaw has written to **SPOKES** asking for 2 or 3 reps to sit on an advisory group to help evaluate the proposed routes and to provide other existing local knowledge.

### LOTHIAN REGION CYCLE ROUTE PROJECT

John Grimshaw has also been contracted by Lothian Region Highways Department to help them develop and evaluate their overall cycling strategy. Here a second MSC team will examine networks of routes in the Region, especially:

- a. off-highway routes for novices and potterers;
- b. safe routes to school for kids;
- c. safe/protected back-street routes for occasional cyclists; and
- d. measures on the main highways to assist experienced cyclists.

The project will attempt to meld the four types of idea into a practical programme for the next 10 years. Lothian thus looks set to become the cycling capital of Scotland; indeed such a wide-ranging project is quite innovatory even within the UK.

The Edinburgh office for both projects will be at 180 High Street, Edinburgh 1. Please get in touch with any suggestions or if you are interested in applying to join the MSC teams.

### EDINBURGH — ST. ANDREWS CYCLE RIDE: THIRD GREAT YEAR

Starts from the foot of the Mound, 8.45 am, Saturday 10th September

The annual St. Andrews Ride is the highspot of the Scottish recreational cycling year. Since 1981, 500+ cyclists have been taking part in this linear party. This year new attractions have been added to the fun.

Everybody comes. Not just keenos, but commuters, potterers and families. Bikes designed for one, two, three or more riders! The 65-mile route is carefully chosen to avoid busy roads and is very scenic. We even try to arrange for the prevailing wind to be at your back!

Full back-up support is provided, including a luggage van to lighten your load, repair vans, and cycling mechanics. There are frequent stops for ice cream, lunch, tea, on the way. At St Andrews there is a party, and cheap (£1) floor accommodation, or B&B - via the tourist office. British Rail will again be laying on extra guards vans if you don't want to cycle back.

New for 1983 is a **Treasure Hunt** en route, organised by **RECYCLES**, with a super bike as a prize, and a competition for the zaniest dressed rider/bike. This year's sponsorship (optional) is for **LEPRA** — every £75 raised buys a bike for delivering medicines in the third world.

For a free glossy guide to the route and the whole event, plus sponsorship form, send a large SAE to "Edinburgh — St Andrews Ride, c/o LEPRA, 30 Walker Street, Edinburgh EH3 7HU". Hurry, while stocks last.



### CAN YOU BEAT IT?

On this year's Edinburgh — Stirling ride **Rowan MacKay** (aged 7) and her brother **Jo** (11) cycled all the way, along with their mother and grandmother. So please let's not have any excuses that you can't make it to St Andrews!!

On our first St Andrews ride **Sandra Houston** raised £225 sponsorship, and **Dorothy Nelmes** £152. In the next leaflet we will print the names of everyone raising over £150 this time (i.e. enough to buy 2 bikes for LEPRA).

### APPROACH OR RELIEF??

How will the proposed new road affect you, the city, and Lothian's planned cycle network? See inside for details and what you can do.

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 Tel: 229-8660

Post this to **SPOKES RESOURCES GROUP**, 53 George IV Bridge, Edinburgh EH1 1EJ.

1. Please send a **membership application form** ..... yes/no
2. Please send a **SPOKESHOP price list** ..... yes/no
3. Please send a **Lothian Regional Council Cycling leaflet** .... yes/no
4. Your name and address...



»»» Please enclose a stamped addressed envelope (9" x 4" if possible) «««

## LATEST LOTHIAN NEWS

Since our last leaflet there have been important developments for cyclists in Lothian, apart from the news on page 1.

The Council has approved construction in 83/84 of the **Roseburn/Craigleith** and **Crewe Toll/Granton** railway paths; and investigation of possible eastward extensions of the Innocent path to **Musselburgh** and **Portobello**. The former decision will bring to reality the most crucial section of our hoped for **Edinburgh/Queensferry route** and will enable many cyclists to avoid Queensferry Road; whilst if the latter is constructed it will provide an alternative to the notorious Milton Road.

The Council is to restrict access between **Potterrow** and **Nicolson Square** to buses and cyclists only, and to provide a pedestrian/cycle light-controlled crossing of Potterrow, linking Bristo Square and Nicolson Square. A wonderful development!

More disappointing is the actual implementation of the **"Bridges Route"** scheme at **East/West Crosscauseway**. The 'cyclists only' entry at East Crosscauseway is welcome, but much of its potential is lost by the decision to make West Crosscauseway one-way: our objection to this was turned down.

Following objections from SPOKES and up to 10 individual cyclists, the Highways Department has amended its plans for the **Sighthill Bypass** (see leaflet 17). A widened pavement will be available for cyclists round the proposed A8 roundabout; assurances have been given about the Gogar Green underpass and paths; the canal towpath will be

improved to urban standard; and the Baberton bridge will be suitable for pedestrian/cycle use.

Thanks again to letters from members we are now assured that a path from the **Innocent tunnel** will be reserved in the development of the **St. Leonards goodyard** (see leaflet 18). This matter was taken up by Regional councillor **John Kelly** and District councillors **Richard Kerley** and **Bob Cairns**.

Finally we hear that the **Education Department** are surveying all Lothian schools to assess cycle usage, headteachers' policies on cycling, cycle parking provision, and the possibility of safer routes to schools. **SPOKES Cycleway Group** is particularly interested in this area, and would be pleased to hear from pupils or teachers with comments or suggestions.

## ANNUAL COUNT

Our 1983 cycle census, at main junctions between 8 and 10 am, shows an increase of almost 50% since the first count in 1979. Most interesting is the success of the new Meadows cycleway in taking cyclists away from busy and narrow Buccleuch Street.

JUNCTION	27.6.79	8.5.80	21.5.81	13.5.82	19.5.83
Tollcross	243	247	208	263	275
Buccleuch St	172	221	261	326	235
S. Clerk St	100	134	150	175	193
Haymarket	153	162	137	196	206
Queensferry St.	139	128	133	173	163
Meadows Centre	29	33*	33*	42*	140
TOTAL	836	925	922	1175	1212

\*Not counted — estimate based on other figures.

## THE WARRISTON/LEITH PATH

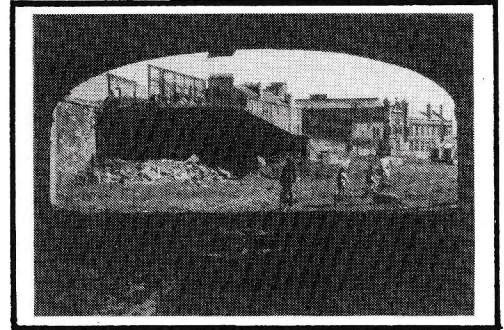
Opened in June 1982 by Edinburgh District Council the Warriston/Leith path is becoming most attractive as the vegetation planted beside the path begins to mature. Built on the old North British line to Leith, the path is open to cyclists. Despite this, it continues to occupy much time for our Cycleway Group. **If you haven't tried the path yet, do so now, and send your comments to your local District Councillor (or to Cllr. Cavaye, Planning Committee chairman, at the City Chambers) — remember to ask for a reply, and let us have a copy.**

Unfortunately the leaflet describing the path does not say cyclists are allowed; and there are no signs to this effect on the path, although we had understood they were to be erected. Signs would make for a happier relationship between pedestrians and cyclists (as on the Innocent path); and it would also save the mutual embarrassment which occurred when a policeman stopped a cyclist on the path. There is also some problem with motorbikes, and again bicycle signs would help here.

Various extensions to the path are planned or under construction. The **Victoria Park** link ends near Trinity Academy and will eventually be able to join Lothian's railway path on the North Leith line. A further extension, to **Commercial Street** in Leith, is also intended to be open to cyclists.

The exit from the path at **Warriston Crescent** is far from ideal for cyclists heading towards Broughton and the city centre, and SPOKES has always argued that the path should be extended south through Heriothill Goodyard to **Broughton Road**. SPOKES member **Andrew Short** appeared for us at a public enquiry into the future of this site (which is intended for housing and a supermarket), and the Enquiry Reporter wrote that ... the developers "are prepared to enter into the necessary agreements with the District and Regional Councils ... on the reservation of an access route for cyclists and pedestrians from Broughton Road to the proposed walkway ... On the

understanding that such agreements are concluded ... I hereby sustain this appeal." Unfortunately the Reporter's decisions don't seem to carry much weight. Work is under way on the site, and the plans do not show any access route from Broughton Road. Further, the developers have now applied for additional car parking on the line of the old railway. SPOKES is seeking a deputation to the relevant Committee, since the Enquiry conclusions are clearly being flouted and reinterpreted. **PLEASE WRITE ABOUT THIS TO YOUR COUNCILLOR NOW.** We expect a proper access route onto the railway path, not just permission to cycle through the supermarket car park (which in any case is to be a one-way system).



Before conversion — the Warriston/Leith path

A further possible extension is southwards from the Heriothill site through the **Rodney Street tunnel** to the New Town, enabling cyclists and pedestrians to pass underneath the road junction — which will become even busier once the supermarket is open. This idea is being looked at by the **Cockburn Association** and the **Drummond Civic Association**.

For further information contact Cycleway Group (Andrew Short, 552 1646 or Ewan Jeffrey, 447 6782). The path leaflet is available free from the District Planning Department, 18 Market Street.

## 'CYCLES'

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## ODDS AND BODS

The **West End Residents Association** asks us to remind members to consider blind people when parking bicycles. In particular they suggest that bicycles parked against railings be lifted onto the platt. A suggestion from SPOKES to any tandemist members is to offer their services to the **Blind School** (Frank McGeachie) to give blind people an occasional ride. The School has its own tandems.

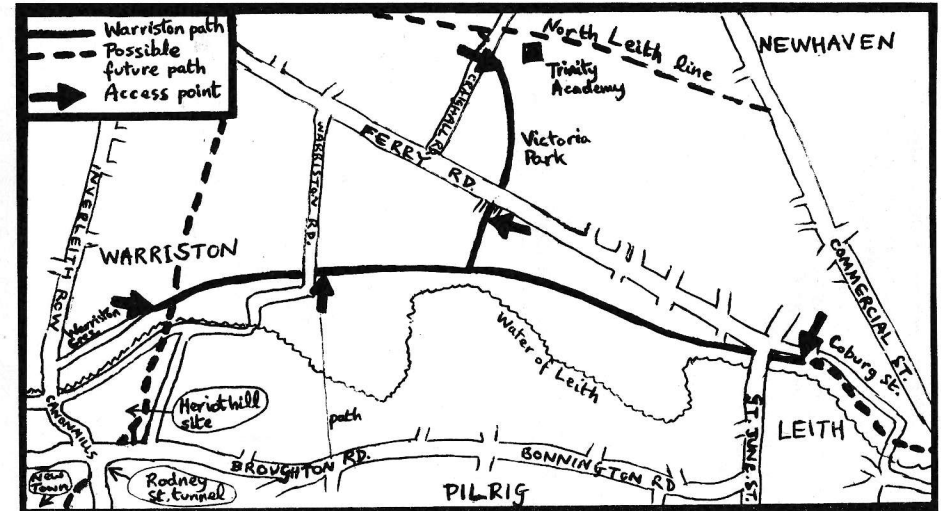
**Another new bike shop** — at 9 West Richmond Street. The proprietor is an enthusiastic cyclist and is even willing to help repair bikes in emergency Sunday disaster situations.

**Yet more changes in BR's rules for bikes on trains.** Write for the May 1983 leaflet to BR HQ, Buchanan House, Glasgow G4 0HG. Send your hopes and suggestions too (e.g. regarding the design of new rolling stock). The new manager for Scotland is

Mr. George Mackie — go to the top!

Two interesting leaflets on cycle schemes in England(!) are now available free. *Cycling* describes experiments funded by the Department of Transport (write to: Traffic Advisory Unit, LUTI, 2 Marsham Street, London). *Survey of a Range of Cycleways* (LF916) looks at 14 busy cycleways. In three years 10 were accident-free, and only one accident was reported involving a pedestrian. From: TRRL, Crowthorne, Berkshire RG11 6AU.

Cyclists not only have to pay the full cost of buying their bike, but they also contribute to 70% of new car sales — company cars. This high percentage is unique to the UK. Every time you buy almost anything, part of your money goes to buying and running company cars! If public transport is the ratepayer's burden then private motor transport is everyone's burden. (Thanks to **Pedestrians Association** for figures.)

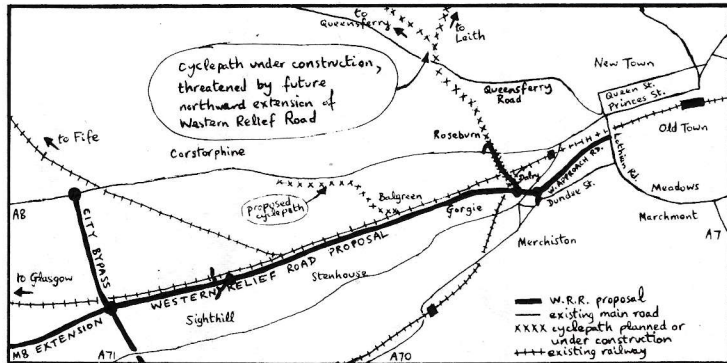


# THE RELIEVING APPROACH??

The consultants' report on the Western Relief Road (formerly called the West Approach Road) recommends a 4-lane dual carriageway starting where the M8 will reach the outer city bypass, and terminating in Lothian Road, Roseburn Terrace and Dundee Street. The central dilemma of the road is highlighted by its change of name. Will its main effect be relief for communities such as Corstorphine and Gorgie/Dalry; or will it be to pour more traffic into the city centre and perhaps on through the Meadows or through the proposed Princes St./Queen St. one-way system, leading to calls for yet more road solutions? A point of special interest to SPOKES is that the road will destroy the planned Dalry/Roseburn cyclepath; and it threatens the Roseburn/Crewe Toll path, now under construction.

This is Lothian Region's most contentious traffic plan for the 1980s and the fine political balance on the Council means that members of the public can have a major say in the result. There are 22 Conservative councillors (all likely to support the road) and 22 Labour (all likely to oppose it), leaving the 'casting vote' up to one SNP, one independent and, most crucially, the 3 Alliance councillors. Our own initial thoughts are set out here. We also tell you what happens next, and what you can do.

Please note: Extracts from the report are printed in italics.



## MORE INFORMATION

Copies of the Consultants' Report are on sale at £4 from Lothian Region HQ, George IV Bridge. An exhibition will be mounted at the LRC Planning Department 12 St. Giles Street, August 30 — September 2, 10.30 am — 8.00 pm, and September 3, 9.30 am — 12.30 pm.

Four public meetings are to be held, all starting at 7.00 pm.:

- 13 September, Corstorphine Primary School
- 15 September, Tollcross Primary School
- 20 September, Springwell House, Ardmillan
- 22 September, Balgreen Primary School

## WHAT YOU CAN DO

As explained earlier, the Regional Council is very finely balanced on this issue, and members of the public have a real chance to help shape the final decision.

1. Write to Regional Councillors or, better, go and see them, before decision-day, October 3rd. Most important are your own councillor and the three Alliance councillors who hold the balance (Donald Gorrie, Liberal; Ross McLaren and Melville Gray, SDP). Get names, addresses and phone numbers of councillors from the CAB, 557 1500. The Council address is "Lothian Regional Council, Parliament Square, Edinburgh 1.
2. Send your views to the Consultants before 1st September — they will be reporting to the Council on public reactions. Send us a copy to incorporate in the SPOKES submission.
3. Go to the exhibition and meetings.
4. If you are involved in a local community organisation you might like to use the alternative display, prepared by BEWARE, the campaign for a Better Edinburgh Without the Approach Road Extension. Phone Pam Scot 228 1599 or Joanna Blytheman 346 2685.

## THE CITY CENTRE

Official Council policy as laid down in the Structure Plan states "The Regional Council will seek to introduce measures to reduce traffic volumes within central Edinburgh" — by parking restraint and by encouraging public transport. Following last year's Regional elections this policy has changed in all but name. The latest Council Transport Policies Programme states "private development proposals for additional car parks are being encouraged" in central Edinburgh, and it shows a 53% increase in 1983/84 Council capital expenditure on parking. Car parks already in prospect include Lothian Road (1,500 spaces), Market Street (750) and Earl Grey Street (300).

Despite this drastic change the Consultants' report assumes the old policy still applies, and concludes that the road will result in little change to the environmental conditions of city centre streets.

## PUBLIC TRANSPORT

The report concludes that the road would not cause any significant transfer of journeys from bus or rail to car. However, at present over 2/3 of commuters to the city centre from the west come by public transport, and 1/2 of all those from beyond the city come by train. Our view is that a dual-carriageway from the M8 right into the city centre, with enhanced parking provision, could cause a significant switch. The likely impact of even a small transfer can be imagined when one remembers that one bus can carry as many people as 30 or more cars.

Certainly BR agrees: the report states, *British Rail consider that the scheme will have a significant adverse effect and will result in long-term commercial change ... BR attribute this to a reduction in road journey time ... BR maintain that an allowance for this important social effect should be made (in the consultants' cost-benefit analysis) ... It is our view that the changes in comparative overall travel time could be marginal ... No allowance has been made.*

## THROUGH TRAFFIC — MORE ROADS?

Vehicles travelling to the east of the city might well use the new road rather than the city bypass: indeed the road, if built, would almost certainly be completed before the bypass. Travelling to the south-east they would use Dundee Street and Earl Grey Street (both of which have plans for widening) and on through the Meadows. To the north-east they would leave the WRR at Roseburn and follow the proposed Princes St/Queen St. one-way system. How much longer than before plans for the inner ring-road were revived?

## CORSTORPHINE

The main benefit of the WRR would be in Corstorphine. Yet even without it, the opening of the city bypass is predicted to bring a drastic improvement for Corstorphine. By the year 2006 traffic volumes over 16 hours would still only be 12,000 compared to today's 23,500. The WRR would further reduce this to 7,000. Does this additional reduction justify the disadvantages elsewhere? We think not. However we completely agree with the consultants that measures must be introduced in Corstorphine as soon as the Sighthill section of the city bypass is opened (1987?) to guarantee that the improved conditions are preserved for ever.

## GORGIE/DALRY

Despite stories about "reduced congestion in Corstorphine, Gorgie and Dalry" (Scottsman) and "reducing traffic through Corstorphine and Gorgie by two-thirds" (Evening News), the report makes bleak reading for Gorgie/Dalry. It predicts that the city bypass will to some extent increase traffic in the area, and that the WRR will only bring it back to its present level. Traffic will be disgorged from the new junctions at Dundee Street and Roseburn Terrace; and the area will suffer increased pressure for new warehousing, garage complexes and superstores, just as Westfield has suffered so severely from the existing West Approach Road.

The consultants say that immediately the WRR is opened the Council should introduce comprehensive planning and traffic management measures so as to prevent the return of traffic to the existing routes. But if this is possible then, when traffic is at the same level as it is now; then surely the Council should do it NOW if they are serious about wanting to relieve Gorgie/Dalry.

## TOP OF THE CLASS?

One of the justifications for the road is its benefit to road users. In these calculations the consultants used techniques perfected by the Scottish Office. However a recent parliamentary question by George Foulkes MP revealed that the Scottish Office has not exactly come out top of the class in its assessment of likely road benefits as the following table, for 16-hour flow, indicates:

Road	Predicted Flow	Actual Flow
M9 at Stenhouse	60,000	5,600
A94	25,000	6,000
Kessock Bridge	45,000	12,000
Erskine Bridge	85,000	10,500
M90 at Kinross	60,000	14,000

## CYCLEPATH THREAT

Construction of the WRR will lead to calls for a further extension along the Dalry/Roseburn/Crewe Toll/Leith railway route, currently intended as the spine of north Edinburgh's cycleway/footpath network. Already work is under way on the Crewe Toll/Roseburn section of path. The consultants' report, however, sees considerable merit in constructing a road along this line — though they admit it also has an attractive recreational use as a cycle and pedestrian way (forgetting incidentally, Lothian's intention that it could be used for getting to work and school as well).



Cyclepath or another road? — The Roseburn railway bridge Photo: Chris Hill

Even if only the main WRR is built, this will destroy the proposed Dalry/Roseburn path. The Gorgie/Dalry local plan says that "the inclusion of this track as an integral part of (the cycle route network) will enable the community in Gorgie/Dalry to have direct access to a very significant recreational facility." The consultants' report seems blissfully unaware of these implications, and there is no suggestion that they were included in the cost-benefit analysis.

Nor is there any reference to our comments on the effect of the road on any possible inward extension of the proposed Corstorphine/Balgreen footpath/cycleway.

## THERE IS NO ALTERNATIVE

The report hints at an alternative: *It would be possible to achieve environmental benefits of reduced traffic in the western corridor without building a new road, by physical reduction in the traffic capacity of the A8 and A71 through the communities of Corstorphine, Gorgie and Dalry. In association with this there might be a high level of bus and train service, with associated car parks, on the outskirts of the City. To be effective such a system would have to extend round the whole city.*

However, these are issues beyond the scope of this study ... Such a solution would need to be a City-wide policy ... There is no such proposal in prospect for Edinburgh or for any other city of similar size in Britain.

Such comments are reminiscent of the 1960s planners who told us there was no alternative to building multi-storey tower blocks of flats. After all, every other city of similar size in Britain was doing that too. Surely before spending £27,000,000 on this road we should have a full study of the alternatives. A recent report on Hamburg by Transport 2000 reveals an interesting picture: "the Chamber of Commerce actively discourages calls for more roads into inner Hamburg, saying that the public transport system is quite good enough for everyone ... the motoring organisations help promote park-and-ride schemes ... any developer wishing to provide car parking in inner Hamburg must pay for an equal number of parking places at a suburban station."

It is indeed worth asking whether the cost of such an alternative for the whole of Edinburgh would be any more than the £27 million planned for this one 3-mile stretch of dual carriageway; and whether its disadvantages would be any worse than the 27% increase in city-centre traffic which the consultants foresee even if there is no transfer away from public transport as a result of construction of the WRR.

## NATIONAL NEWS

Following the election, **Michael Ancram**, Conservative MP for Edinburgh South, has been appointed to the Scottish Office as **Minister for Home Affairs and the Environment**, and so responsible for cycling policy. Our congratulations to Mr Ancram who, with the large number of cyclists in his own constituency, should be well aware of our concerns. Interviewed shortly after the election, Mr Ancram said it was the responsibility of the Scottish Office to ensure that local authorities have the best possible up-to-date advice on provision of facilities for cyclists. In view of their previous failure to issue any such advice (except recently, on road signs for cyclists) we greatly welcome this early assurance. We also understand that, thanks to his 4-year-old daughter, Mr Ancram has now returned to his bike after some 20 years. **The Scottish Office is conducting a review of cycling policy for Scotland, so write now to Mr Ancram, with your views, at House of Commons, London.**

**Michael Ancram, new Scottish Office minister responsible for policy on cycling and transport.**



## MESSAGE FROM THE MINISTER

*I welcome the opportunity to contribute a brief statement to the latest SPOKES leaflet.*

*A cycling review to provide the up-to-date background necessary to decision taking was already in hand when I took up office. A policy statement must await the review's completion, but that has not prevented other initiatives.*

*Of particular interest to SPOKES, who recommended it, is the commissioning of consultants John Grimshaw & Associates to make a study in Scotland, similar to that undertaken in England and Wales, of potential cycle routes with special regard to possible conversion of disused railway lines.*

*SPOKES are aware of the appointment of a Scottish Office Cycling Officer, Mr M Mangenie. Like his Department of Transport counterparts he will advise local authorities on cycling issues and ensure cycling interests receive appropriate attention in trunk road design.*

*As well as giving financial support to the Royal Society for the Prevention of Accidents, the Scottish Office annually mount a cycling safety campaign. This year's theme of sharing of the road by cyclists and drivers was carried in advertisements in the Scottish press in June/July and supported by posters issued through road safety officers.*

*It will be clear from this that the Government are concerned about the interests of Scottish cyclists. Provision for cyclists is of course, mainly a matter for local authorities. Nevertheless I believe that the results of the review will assist these authorities to make the best use of the resources they may have earmarked for cycling.*

## CUTS HIT CYCLISTS

SPOKES has written to the Secretary of State pointing out how the cuts being imposed on Lothian Region are hitting cyclists. Lothian's spending in this area can hardly be called "excessive and unreasonable".

**Most serious are the cuts in road maintenance.** The roads and lighting maintenance and operational costs have been cut from £21.4 m in 1982/83 to £16.9 m for 1983/84, according to the latest Lothian TPP report. It says "the adoption of less expensive short-term measures such as surface-dressing and patching as opposed to more substantial reconstruction is simply accumulating a backlog which will require to be done eventually". Speaking to the Evening News the assistant director of highways, Mr

## MORE LETTERS TO MPs?

You might like to write to your MP on the above, or some of the following points:

### FORTH ROAD BRIDGE

Many SPOKES members were recently inconvenienced when one of the cycletracks was closed entirely and a sign erected telling cyclists to use the steps. One member, heavily laden from a camping holiday, took the hazardous course of pushing across the slip road whilst others, so I am told, decided it was safer to cycle along the footpath of the slip road.

### SAVING LIFE AND LIMB

Recent figures suggest that simple government actions can have drastic effects (good or bad) on casualty figures. Compulsory seat belts may be saving up to 4,000 deaths and serious injuries a year in the UK. However in London the recent doubling of public transport fares forced on the Council looks set to cause around 4,000 more casualties

David Hyslop, said Lothian's road system was "quite clearly" beginning to deteriorate. Current spending on maintenance is 8% below national average per head of population, compared to 1976/77 when it was 5% above. **The results, as we pointed out to Mr Younger, can be lethal to the cyclist, who may be thrown off or forced out into passing traffic by potholes.**

Secondly, the capital spending programme has also been hit as far as cyclists are concerned. Planned expenditure for 1983/84 has been cut in the latest TPP by 14% for traffic management schemes, 37% for new railway stations, and 39% for the cycleway/footpath network on disused railways. **Councillor Gorrie** has promised to investigate these unannounced changes in the programme.

## TRUNK ROADS

Following our lengthy dispute with the Scottish Office over crossing points for the proposed Tranent Bypass, we asked that in future cyclists' groups be consulted early about all trunk road proposals. This was refused. Why then is **Transport Action Scotland** (the 'Road Lobby') consulted, and why are the AA and RAC not just consulted but sent two copies of the plans?? (Even the relevant Chief Constable only gets one copy!)

## HOLYROOD PARK

Several complaints have been received from members about the dangers of the redesigned **High Road**, when motor traffic tries to pass on the uphill stretch. We wrote to the Scottish Office and were told, "Only the uphill stretch, where users would normally be travelling slowly, is too narrow for a coach to pass easily. However, the road is intended as a scenic route, not as a through route, and normally the need to 'overtake' should not arise."

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