

CLIMATE CHANGE

1995 was the warmest year worldwide since records began. The warmest 11 of the last 130 years have all been since 1980. Increasing temperatures have brought more storms, with weather-related insurance payouts increasing from \$19bn in the 1980's to \$48bn in the first half of the 1990's alone! [Vital Signs, pub. Earthscan].

New research emphasises that climate systems are not 'linear'. In other words, small changes in temperature may have big effects on climate. A study in top science journal Nature suggests small temperature changes could alter the ocean currents which now keep Europe warm [Herald 28.8.97]. Thus, paradoxically, global warming could plunge northern Europe into cold and unpredictable weather patterns within our children's lifetimes, rather than the warmer, wetter Scottish climate often predicted.

Tony Blair's June UN speech was clear "Our solemn

duty... is to hand on to our children an environment that will enable them to enjoy the same full life we took for granted". He re-affirmed Labour's election commitment to cut greenhouse emissions 20% by 2010, which will require a big reduction in transport CO₂ emissions.

Yet the oil industry is lobbying hard against tough action, especially in the US, in advance of the vital December **Kyoto climate-change Summit**. *Letters to Tony Blair/President Clinton are vital*: FOE [Climate Change, 26 Underwood St, London N1 7JQ] will forward them for you.

Locally, Edinburgh is the first Scottish Council to sign the **FOE Climate Change resolution**, committing to a 30% local emissions reduction by 2005. We are represented on their Working Group by Jackie Howlett [664.0526]. Council contact is Janice Pauwels [469.3846].

For more climate change info: FOE [0171.490.1555, www.foe.co.uk] or WWF [01483.426444, www.wwf-uk.org].

ANOTHER NEEDLESS DEATH

Princess Diana would probably be alive today but for extreme media harassment all her adult life. *It is equally true, however, that she was killed by a combination of drink-driving, cars built for 'performance' far exceeding anything legal or necessary, and no effective enforcement of speed limits - the limit in Cours Albert underpass is 50kph (31mph). That it is even possible to drive through a city at 122mph is a sad comment on our society.*



Every day across the world countless others, equally loved by relations and friends, and often tragically young, are killed or sorely wounded for similar reasons. **Ten a day are killed in Britain alone**. Surely their greatest memorial, and a consolation to those who loved them, would be effective action to curb these wild excesses.

SPOKES commends to you the following campaigns. Contact them, send a donation and, most important, ask your MP to take up their ideas with the transport minister.

✓ **Safer Car Campaign** by Environmental Transport Assn [green competitor to AA/RAC - tel 0193.282.8882]. Seeks cars safer for all road users, not just occupants - by compulsory black-box recorders (like aircraft flight-recorders) and electronic speed-limiters (ultimately, lower limits could be triggered from roadside or GPS signals).

✓ **Slow Down Campaign** [formed by Road Danger Reduction Forum, Sustrans, CTC, etc] Seeks lower speed limits in town and country, and in-car speed-limiters. *Contact*: Slow Down, 213 College Rd, Norwich NR2 3JD.

✓ **Campaign Against Drinking & Driving** [0191.281.1581] Set up by relations and friends of victims - supports victim families and campaigns for lower alcohol limits, random testing and consistent sentencing.

SPEED LIMITING

Pressure for genuinely safer urban and rural roads is mounting from many directions, and limiting the speed of heavy metal boxes on wheels is now a key issue.

Part of the reason is the huge success of 100s of **20mph zones** introduced UK-wide since 1991. Child pedestrian and cycle casualties have fallen a staggering 67%. People feel safer and happier .. *"far more people walk to the shops and school, children play on the streets"*. A typical traffic calming scheme reduces pedestrian and cycle casualties by 60%. [Facts from: *Safety on the Streets for Children*, Sustrans].

In the past, such zones were only allowed where traffic calming enforced the limit physically. However, the Scottish Office has just agreed pilot **low-cost 20mph zones** using signing and paint only. In a W.Lothian trial, all local houses will be leafleted, aiming for community pressure to make neighbours drive responsibly, since most speeding is by local people [W.Lothian Courier 18.9.97].

The **Chartered Institute of Housing** argues that even 20mph is far too high in housing estates where children play, walk and cycle: it should be **10mph** [LTT 3.7.97].

Government media campaigns are useful in creating the climate for new measures, but do little to reduce speeds. Although 30mph is often far too high, government figures show 72% of all motorists regularly breaking 30mph limits, and 57% exceeding 70mph limits [LTT 3.7.97].

Time may be running out for such behaviour, however. A motorist who was *not* breaking the 30mph limit had to pay over £1m damages for serious injuries to a 7-year-old playing in the street [Guardian 22.8.97]. The prosecution argued successfully that a 30mph limit was too high for the area. Similar cases are likely to be brought in future.

Write to your MP about these issues. We need lower speed limits, in-car electronics to enforce limits, and legislation, as in several countries, to make the driver always responsible if they hit a vulnerable road user.

SPOKES

Leaflet 67 Late 1997

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]

NEW MONEY FOR SAFE & HEALTHY SCHOOL TRAVEL

Interest in safe and healthy school travel has grown dramatically following last year's SPOKES/LRC conference for Scottish transport and education professionals, led by UK expert Dr Jo Cleary.

Our 1997/8 survey of Scottish councils (inside) shows 12 of Scotland's 29 road/transport departments budgeting £770,000 for Safe Routes to School capital schemes, plus extra from Education and other funds. In 1996/7 only four councils were involved, with just £128,000 spent.

Over one third of the total is in Lothian, where the ground-breaking SPOKES safe & healthy school travel Challenge was hugely influential [SPOKES 63,64,66]. **East Lothian Council**, whose Ross High School entered the Challenge, has budgeted £15K (£15,000); **Edinburgh**, where 3 schools entered, has allocated £90K; and **West Lothian**, with 5 entries, a praiseworthy £160K.

Prizes were awarded by SPOKES and local councils this summer, with a remarkable 150 pupils coming by bike to **Ross High's** presentation [see photo]. The day included a police cycle-skills circuit, and prizes for the best

maintained bike [McDonald's bike shop]. Sheffield racks are now installed, and the head has set up a group to continue the momentum [contact: Bob Hunt 01875.610433].

In **Edinburgh**, several schools who did not even enter the competition now have parent, teacher and/or pupil groups working up imaginative schemes such as extending cramped playgrounds into adjacent roads (leaving a walk/cycle route of course!). Parents at Sciennes Primary are to lobby for a catchment-wide 20mph zone. Given the enthusiasm, Edinburgh's SRS budget looks very tight!

In **West Lothian**, safe routes interest has been so great that Strategic Services's original £60K 97/98 SRS budget has been increased to £160K, allowing work at 17 schools, including all who entered the competition.

Our greatest W.Lothian concern is the staff time needed to fully involve pupils, parents and teachers - since SRS schemes are most successful when this is done. However the Education Department, under **Cllr Ross Martin**, is seconding a teacher to Strategic Services - a significant commitment to the educational/participative side of SRS projects. The council is also setting up an advisory group on safe, healthy and environmentally-aware school travel.

Meanwhile SPOKES is co-operating with councils, Lothian Health and others to set up **Lothian Safe Routes**, which has applied for Cycle Challenge funding. LSR will link interested teachers/parents across Lothian, produce locally-relevant technical and educational material, set up school exchanges, and hold a 1999 Scottish conference.

As to what can be achieved - 60% of pupils cycle to Kesgrave school in Ipswich, most of the rest walking [CycleTouring 4/97]. The school has a fully-developed cycle policy (e.g. personal luggage lockers). *Ctd bottom of p.6.*

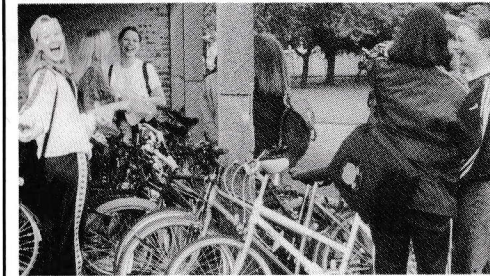


photo: Chris Hill

Public Meeting: The Lord Provost's Commission on Sustainable Development in Edinburgh

Place: Friends Meeting House, Victoria Terrace, Edinburgh
Time: 7.30 Mon 17 November [6.45 for coffee, stall, chat]
More details: Mark James 0131.334.2653

The Lord Provost's Commission, unique in Britain, is a 12-month investigation into Edinburgh's future for all its citizens and as part of a sustainable world. Priority areas include: transport, planning, neighbourhood quality, poverty, climate change [see back page], and how they link.

Commissioners will explain the project then listen to your views on the 21st Century Edinburgh you want!

"We do not inherit the earth from our ancestors; we borrow it from our children" Dr Helen Caldicott

WRITE TO YOUR COUNCILLOR NOW!!!

North Edinburgh's cycle network and Edinburgh's Reputation on sustainable transport are threatened by a road proposal along the cycle route on Ferry Rd to West Granton Rd [the **Pilton Path** built by SPOKES and Sustrans]! Incredibly, Alan Couper, Development Area Manager North, even said the **Ferry Rd bridge may be replaced by lights**, cutting one of Britain's longest urban off-road bikepaths!

The new road (adjacent path) is to boost Granton economic development - but it will boost car commuters, not local jobs! It will damage many gardens, and was opposed by residents when revealed at a heated public meeting.

More details in spokesworker [members get it with this mailing]. Earlier developments are covered in SPOKES 56.

Post this to: SPOKES, St.Martins Church, 232 Dalry Road, Edinburgh EH11 2JG.

Where did you find this leaflet?

"I'm interested in joining SPOKES. Please send a membership application form, SPOKESHOP pricelist, and recent issues of SPOKES"

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

Please enter your name, address, postcode:

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!!!

SPOKES WINTER SUNDAY RIDES

Meet 10am, Usher Hall, Lothian Road. Normally 1st Sunday each month. Rides are fairly gentle, 30ish miles. Lunch at pub/cafe, 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 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: Nov 2, Dec 7, Jan 4, Feb 1, Mar 1.

For further details, or to help: Stuart 0131.445.7073.

MEMBERSHIP RENEWAL

All members who receive this leaflet are up-to-date at least for 1997. If you are due to renew for 1998 you will be sent a renewal form in February. **Please don't renew before receiving your form** - it makes extra work for our volunteers and is more likely to get messed up.

TOURIST/LEISURE BIKE DISCOUNTS

See SPOKES 66 for discount details. We hope to have space for another feature in SPOKES 68, February 1998.

SPOKES INTERNET WEB SITE

If you're interested in cycle campaigning one of the best web sites you'll find is at <http://www.btinternet.com/~spokes>. Our thanks to volunteer Cathy Scott for a site which is well organised and hugely informative, with spokes leaflets, spokesworkers, background documents [e.g. the new Minister's speech - p.7], and many useful links. Many thanks too to Chris Hill, for Safe Routes to School pages.

PUBLICATIONS

Transport and Environment - Developments since 1994 report to Parliament by the Royal Commission on Environmental Pollution. The Commission is so concerned at the deteriorating situation that they have produced this follow-up to their 1994 blockbuster [SPOKES 57]. The Commission reinforces many of its previous recommendations such as doubling the price of petrol in real terms by 2005. £15.30, Stationery Office, Lothian Rd, Edinburgh.

Road Transport and Health. The public health aspects of motor traffic are highlighted in this report by the British Medical Association, representing Britain's doctors. Traffic reduction is "crucial", to reduce the ill-health and injury caused by sedentary lifestyles, pollution and crashes. The report makes 60 recommendations for central and local government. Commenting, Dr Brian Potter, Scottish BMA secretary, urges doctors "to encourage patients to use the healthy options of walking, cycling or public transport" [Herald 26.9.97]. £10.95 from BMA 0171.383.6681.

Vital Travel Statistics. Official transport data expertly analysed, highlighting the 'new agenda' of health, environment, equity, land-use, economy, etc. £20.50 from Transport 2000 [0171.582.6626]. ISBN 1899650.10.5.

Vinter's Gazetteer 1997/8. Listing of all UK railway paths officially open for walking/cycling. Author seeks feedback for future editions - Scotland is sketchy at present! £2.50 inc post: RDS, 89 N. Wallington, Fareham PO16.8TJ.

Glasgow/Clyde Coast Cyclerooute Network map-leaflet 1997 edition; free 0141.287.9171 (Glasgow Council).



NATIONAL NEWS

TRAFFIC REDUCTION

Last year's Act required council traffic-reduction plans, but the then government vetoed national targets. Now Cynog Dafis MP is introducing the **Road Traffic Reduction (UK targets) Bill**, requiring 10% UK traffic reduction by 2010.

Please ask your MP to vote for the Bill, on Friday 30 Jan. Ask too for the government to help councils achieve local traffic reduction targets [SPOKES 66]. Copy all replies to Traffic Reduction, FOE, 26 Underwood St., London N1 7JQ.

There is an Early Day Motion [no.18] in support of the Bill - 266 MPs had signed it by August but, locally, not **John Home Robertson** (E.Loathian), **Eric Clarke** (Midlothian), **Linda Clark** (Pentlands), **Tam Dalyell** (Linlithgow), **Michael Connarty** (Falkirk East) and **Lewis Moonie** (Kirkcaldy). **If your MP is here, ask them to sign.**

TRANSFORM SCOTLAND

Spokes and Go-Bike have joined **Transform Scotland**, lobbying for sustainable transport policies. Edinburgh and W.Loathian councils are members, but Glasgow refused to join because of its support for the M74 urban motorway!

Board members include Cllrs **David Begg** and **Tony Kinder** of Edinburgh/W.Loathian councils; representatives from FOE, Scottish Wildlife Trust, Railtrack, Public Health Alliance and Traffic Reduction Campaign; and (in other capacities) our members **Paul Tetlaw**, **David Hansen** and **Peter Hawkins**. Details: Richard Dixon, FOE 0131.554.9977.

GLASGOW/EDINBURGH VELO-CITY BID

Scotland's 2 biggest cities have made a joint bid to host the year-2001 international VeloCity cycle conference. With many hundreds of delegates, previous conferences have been in Canada, Australia and Europe. By 2001 the 2 cities will be linked by 2 prestigious Millennium cyclerooutes (Sustrans and canal), 3 rail lines, and canal boats. Could the M8 be closed to mark the conference? The bid was announced by **Cllr Ruth Simpson**, Glasgow Roads/Transport Vice-Chair, at the Spokes/Go-Bike conference [p.7].

SUSTRANS TRUNK ROAD PROBLEMS

Sustrans has complained [Scottish Cycle Forum 27.6.97] that Scottish Office work on National Cycle Network trunk-road facilities [SPOKES 61] is too slow - e.g. the cycle route at A9 Drumochter Pass. SPOKES has written to the Minister [p.5] asking for urgent action.

PERTH/KINROSS/PITLOCHRY/AVIEMORE

Perth & Kinross council has set up a Cycle Forum, to develop a cycling strategy, hopefully bringing a cycle budget next year. SPOKES member **Albert Coffey** [01577.863340] is on the Forum. The area includes a long stretch of Sustrans Inverness-Dover route (**Killin-Pitlochry-Calvine**), which the Council is seeking European money to complete in 1998.

The tourist board is assessing demand for a **Pitlochry-Aviemore 'mountain bike-bus'**, allowing bikes to avoid the unpleasant on-road Drumochter A9 journey [see Sustrans below]. *Anyone who plans to or has cycled in the area, phone Karen Fraser [01796.474313] for a questionnaire.*

SMOKY VEHICLES HOTLINE

Smoky commercial vehicles should be reported to the Dept of Transport Inspectorate, local office [01506.445216]. The service also needs improvement: the number should be freephone, advertised much more widely, should cover domestic vehicles as well as commercial, and should not insist on your name and address. Ask your MP to take this up with the minister. Send us any useful replies.



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THE TOP TEAM

ANDREW DAVIES - BRITISH TEAM MECHANIC
JOHN ANDERSON - SCOTTISH TEAM MANAGER
EMMA GUY - BRITISH MOUNTAIN BIKE CHAMPION

SPOKES COUNCIL SURVEY - CYCLE & TRANSPORT FUNDING

SPOKES wrote to all 29 Scottish mainland council road/transport departments in July, and was most gratified to get responses from 28. Only 17 have cycle budgets, though this is up from just 11 last year.

The position is improving, but is far from the Scotland-wide commitment necessary to meet government targets to double cycling by 2002. **West Lothian** stands out with 21.1% of their capital transport budget, 161p per head, for cycling and school safe routes. However, no council approaches investment levels seen in European authorities determined to boost cycling - Groningen's 40% of the transport capital budget, or £2million p.a. in the German town of Troisdorf [Policy into Best Practice, CTC 1995].

FUNDING PROGRESS

After last year's incredible 50% council transport capital spending drop [SPOKES 63], our survey shows a small 8%(*) recovery in the 25 councils for which comparative figures were supplied [*Approx. figure, as transport challenge funds not always included]. *Cycle budgets, though, increased 47% to £1.3m in these councils, and safe routes to school jumped hugely from £128K to £770K.* Capital expenditure on cycling from other transport headings is £379K plus several major unquantified sums - note (a).

Overall, cycle budgets still only comprise 1.7% of transport capital (29p per head); whilst total cycle+SRS expenditure (col g) forms 3.2% (55p). Even against these disappointing averages most Scottish councils are quite deficient. In contrast, the German Environment Ministry reckons on £20 p.a. per head [Surveyor 11.9.97] - 12 times more than W.Loithian and 40 times the Scottish average!!!

AROUND THE FORTH

Like last year the Forth-area authorities are far ahead, with half of Scotland's total cycle/SRS expenditure - this bodes well for our proposed **round-Forth route** [SPOKES 66]. **West Lothian** has a 21.5% budget allocation, 161p per head; **Edinburgh** 6.8%, 128p; **Fife** 4.5%, 97p; **Falkirk** 4.3%, 88p; **Clackmannan** 5%, 51p; **Stirling** 1%, 70p. We are delighted to see Falkirk's advance (with enthusiasm as well as finance), as we had dubbed them last year's 'black hole' for a 0%, 0p achievement!

Elsewhere, **Glasgow** (8.2%, 102p) has an impressive commitment. **Angus** (3.3%, 113p) and **Dumfries & Galloway** (3.2%, 68p) are the only other councils to achieve above-average ratings on one or both statistics, though a few may miss out for the reason in note (a).

SPECIALIST CYCLE STAFFING

SPOKES learnt long ago that specialist cycle staffing is vital - Lothian underspent its cycle budget for years until the Cycle Team was created. Our survey shows

most councils now have designated specialist staffing. Even with no cycle budget, cycle officers are necessary - for example, to ensure bike-friendly road-design/audit.

Amongst councils with above-average cycle spending there is a rough pattern of *1 FTE cycle officer per £100K cycle budget*. In contrast, **Edinburgh** has only 0.5FTE specialist cycle staff per £100K cycle budget [see p.6], or 0.27FTE per £100K total cycle expenditure (excluding SRS). **North Lanarkshire** has an interesting system: each area office has a 15% cycle officer in both transport and planning, together comprising the council cycle team.

TARGETS & AUDITS

The government's target [SPOKES 62,63] is to double cycle-use by 2002 and again by 2012. Councils were asked [ISO circular 24/1996] to set **local targets**, but results are very disappointing. Whilst last year most councils were 'considering' targets, by this year only 7 have been set, 9 are still considering, and 12 seem to have given up on targets. And although most targets do include doubling by 2002, some (e.g. W.Loithian, Aberdeenshire) are more woolly, e.g. "to contribute to national targets".

The government circular also asked for **cycle audits** to ensure road/transport schemes don't harm cycling, and benefit it where possible. Yet only 3 councils claim a full audit procedure, with 4 others developing one. Most have no procedure, or rely on traditional 'safety' checks, and so may miss potential cycling opportunities or problems.

In summary, cycling progress by Scottish Councils is exceedingly patchy. Expenditure is far from European levels; whilst targets and audits are way behind the requirements of the government's National Cycle Strategy. A new and firm lead, giving higher priority to cycling, and ensuring councils have adequate staffing and finance, is essential. Concerned members should ask their MP to raise this with the Minister.

DELAY ON THE RAILS

In May there were exciting but cryptic hints from top ScotRail staff, and **Cllr Charles Gordon** of Strathclyde PTA, of an imminent new ScotRail cycle policy. Abolition of the iniquitous £3 local-journey bike fee even seemed possible. **Sadly, no policy arrived.**

An autumn investigation by Scotsman transport expert Allan McLean revealed that ScotRail has applied for **Cycle Challenge funding to create more bike space** on some trains, and that a new policy is "still planned".

Maybe the so-called 'Passenger Charter' should apply to overdue policy announcements instead of overdue trains! **Ask your MP to take up the £3 local-journey charge (and other bike/rail issues) with ScotRail.**

a. Council name [mainland councils only; no reply from Highland]	b. Trans cap bgt 1997/8 £1000s	c. Cycle bgt exp 1996/7 £1000s	d. Cycle cap bgt 1997/8 £1000s	e. SRS cap bgt 1997/8 £1000s	f. Other trans cycle exp 1997/8 £1000s	g. d+e+f (cycle+SRS exp) as % of transp bgt	h. d+e+f per head	Clear cycle target set?	Cycle staff FTE equiv	Cycle audit procedure?
Aberdeen City	1900	107	0(q)	0	(a)	0%(a)	0p(a)	C	50%	FT
Aberdeenshire	3000	5	50	0	E	1.7%	22p	C	40%	I
Angus	3800	30	50	75	-	3.3%	113p	Y	>10%	S
Argyll & Bute	2500	0	0	0	(a)	0%(a)	0p(a)	N	10%	I
Clackmannanshire	500	0	5(b)	20	F	5.0%	51p	N	(c)	P
Dumfries & Galloway	3100	1	50	50	F	3.2%	68p	C	40%	S
Dundee City	?	0	30	0(d)	F	?	20p	N	<10%	I
East Ayrshire	630	0	0	0	5	0.8%	4p	N	30%	PT
East Dunbartonshire	800	0	0	(e)	(a) F	0%(a,e)	0p(a,e)	C	(c)	I
East Lothian	2900	0	10	15	-	0.9%	29p	N	15%	I
East Renfrewshire	1290	0	5	0	F	0.4%	6p	C	10%	I
Edinburgh City	8300(h)	257	254	90	220(a) EF	6.8%(a)	128p(a)	Y	130%	Y
Falkirk	2900	0	50	60(f)	16(f)	4.3%	88p	N	50%	F
Fife	7500	200	340	(e)	E(g)	4.5%	97p	Y	250%	T
Glasgow City	7800	0(m)	204(n)	300(p)	133 EF	8.2%	102p	Y	200%	TPS
Inverclyde	750	0	5	0	F	0.7%	6p	N	25%	S
Midlothian	370	0	2	0	-	0.5%	3p	N	10%	F
Moray	1600	0	0	0	-	0%	0p	N	(e)	N
North Ayrshire	1200	0	0	0	-	0%	0p	C	<5%	S
North Lanarkshire	4900	100	110	0	EF	2.2%	34p	C	120%	S
Perth & Kinross	1900	0	0	0	5 E	0.3%	4p	Y	?	F
Renfrewshire	1800	?	0	6	(a) F	0.3%(a)	3p(a)	Y	none	I
Scottish Borders	8000(h)	15	40	0	F	0.5%	38p	C	'low'	S
South Ayrshire	1000	0(i)	0	0	(j)	0%(j)	0p(j)	N	none	I
South Lanarkshire	3400	0(e)	0(e)	0(r)	F	0%(e,r)	0p(e,r)	C	20%	S
Stirling	5500	50	57	0	(a)	1.0%(a)	70p(a)	N	50%	Y
West Dunbartonshire	800	5	20	0	(a)	2.5%(a)	20p(a)	N	10%	S
West Lothian	1100	135	76(k)	160	(a)	21.5%(a)	161p(a)	Y	>50%	Y
Total/Average (s)	77,440	905	1328	770	379(a)	3.2%(a)	55p(a)	-	-	-

Abbreviations:

SRS Safe Routes to School
ERDF European Regional Development Fund
NCS Government National Cycle Strategy
NCN Sustrans National Cycle Network

Column f:

Cash sums represent £K from transport capital headings other than cycle budget or SRS.

E External funding (EU, SNH, ERDF, Sustrans, etc).

F External funding if Cycle Challenge applicant succeeds.

Targets column:

Y=Yes N=No C=Considering/developing targets

Audit column:

Y Formal cycle audit in place (see NCS)

F Formal cycle audit being developed (e.g. as in NCS)

T All traffic/road schemes checked re. cycle facilities

S Existing safety audit includes cycling

P Planning (development control) audit

I Informal or no audit/check

Footnotes:

(a) Plus significant unquantified cycle expenditure from

other transport capital headings ... e.g. bike lanes/ASLs in traffic manag/bus projects, e.g. Aberdeen & E.Dunbarton
(b) Plus 60K council funds if Cycle Challenge bid success
(c) Specialist staff time, but not quantified/estimated
(d) Funds to be allocated if Cycle Challenge bid succeeds
(e) Transport-revenue or Education funds (unquantified)
(f) Plus £50K Education funds
(g) Kingdom of Fife Millenium Cycle network, total £1m 96/7, £1.7m 97/8. Council transport budget pays 20%, remainder external - lottery, ERDF, Fife Enterprise, etc.
(h) Includes ring-fenced road/transport challenge funds
(i) But £50K from Parks Dept + £70K Scottish Office
(j) £50K from Parks Dept, equv to 5% of transport budget
(k) Apparent cycle budget drop is due to 96/7 overspend (m) But 67K from other transport budgets
(n) Is cycle element of new 'sustainable transport' budget
(p) SRS expenditure is from transport Fit for Life budget
(q) Cycle budget axed due to 50% transport budget cut
(r) A SRS budget is still under consideration for this year
(s) All totals/averages based on 25 councils because data incomplete for Dundee and Renfrewshire

LETTER TO THE MINISTER

At the SPOKES/Go-Bike National Conference, Scottish Office Transport Minister **Malcolm Chisholm** stated [p.7] "existing resources can be spent differently!". Given the trunk road moratorium there must be copious spare Scottish Office staff time, plus at least some released funds. So we wrote to the Minister. A reply is awaited with interest!...

First, we suggested more staff time on trunk-road cycle facilities - see p.2 Sustrans item.

Second, the £0.5m **Scottish Office Cycle Challenge** [Spokes 64] has been heavily over-subscribed, with 82 bids totalling £2m. Most applications offer additional funds, totalling a further £3m. Given this great interest, SPOKES has asked for the Challenge fund to be doubled to £1m.

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EDINBURGH 97/98 BIKE PLANS

Edinburgh maintains its high priority for cycle schemes!

The 1997/8 cycle budget [p.5] is expected to provide...

- ☛ Marchmont Road cycle lanes
- ☛ Mound cycle lanes (linking to Meadows)
- ☛ Fiveways Jn. to Trinity railway path, including tunnel
- ☛ Improved access to Broughton path at Tesco
- ☛ Engine Shed (Southside) access to Innocent East Ed. path

Funding from other sources will provide...

- ☛ A90 cyclistoute (Sustrans network & bus priority scheme)
- ☛ CERT adjacent path (Airport-Roseburn) - initial works
- ☛ Alternative to City Bypass at M8 junction
- ☛ Water of Leith path improvement surface trials

The Council has also submitted Cycle Challenge 'innovative schemes' which, if successful, will provide...

- ☛ Princes St to Leith including Dublin St cycle-lift, and smooth strips through cobbles [as in Linlithgow - SPOKES 63]
- ☛ 100 advanced stop lines city-wide
- ☛ Tenement cycle storage schemes
- ☛ Before/after video on Mound-KB cyclistoute project

INSUFFICIENT CYCLE STAFFING??

Whilst cycle projects are extensive, we are concerned whether cycling is always fully considered in everyday road/traffic projects. *Examples from members include...*

- ☛ McDonald Road narrowing, without cycle bypass
- ☛ Boswall Parkway cycle bypasses allow blockage by cars
- ☛ Clermiston Drive closure - cycle access removed

SPOKES has put to Cllr Begg that each area team needs a cycle specialist to audit all road/traffic/planning schemes, ensuring they are cycle friendly. *Since the last government abolished Lothian, the cycle team is down from 3 staff to just 1.3. Our survey [p.4] shows the city's specialist cycle staffing is now far lower proportionately than in any other Scottish cycle-friendly council!*

The council says all staff should be aware of cycle needs, and that area cycle officers would allow other staff to 'pass the buck'. We argue that area officers could help foster cycle awareness: for example, by auditing schemes, bike-unfriendly designs would go back to their designers. The officers could also audit local planning applications, so that all flats, supermarkets, etc had bike-parking.

Under our proposals, the area cycle officers would meet periodically with the 1.3 HQ cycle staff (increased to 2!), forming an effective council Cycle Team to foster city-wide cycle initiatives, training, publicity, etc.

EDINBURGH GREENWAYS

These new bus/bike/taxi lanes are designed to be cycle-friendly. The car lane is minimum width, allowing where possible for bus/bike overtaking in the Greenway. If the road is too narrow for a Greenway, a cycle lane is included if possible; and advanced stop lines are at some junctions.

Most comments from members have been positive - it is wonderful not to weave in and out of parked cars, and with no door-opening hazard. However, there are concerns about speeding buses and taxis in narrower Greenway stretches, longer parking restrictions would be welcome, and even greater police enforcement is needed.

Edinburgh is seeking permission to retain parking fines [LTT 14.8.97], so as to employ more wardens. Greenways will then be introduced on the A70, A71 and A702 - hopefully in 1998. *To ensure these Greenways are as bike-friendly as possible, write to: Rod Greenall, City Development, 1 Cockburn St; and copy to SPOKES.*

CITY CAR-SHARE CLUB

The council is setting up a non-profit car-share club in Marchmont/Sciennes in early 1998. Members pay a fee and rental, and can book a car any time. They have no worry about repairs, depreciation, parking, etc; and could save £1400 annually for 6000 miles driving. Similar clubs operate in hundreds of European towns, reduce car use amongst members by 50% [SPOKES 61], reduce land used for residents' parking, and increase the case for car-free zones. *Information: Roger Haydon, LEEP 0131.555.4010.*

NEW ROYAL INFIRMARY at LITTLE FRANCE

The plans approved by the council require the Health Board to meet **modal share targets** for proportions of people arriving by car, bus, bike, etc; and to charge for car parking. However, it appears the developer will not have to provide routes to the site, other than one toucan crossing. Also, normal procedures don't let the public see final details of on-site cycle routes and parking - we are seeking special permission for this.

CITY BYPASS

The Scottish Office is to install traffic lights at **Sheriff-hall roundabout**, which "will improve safety for ... cyclists crossing the bypass". We feel a pedestrian/cycle overbridge, or at the least traffic-light cycle phases, are essential. Write to your MP urgently if this affects you.



EAST LOTHIAN BIKE NEWS

- ☛ The Council has opened **bike lanes on the A199** from east of Haddington to Gladsmuir. They are to be extended to Tranent this financial year, and Musselburgh in future.
- ☛ Plans for further huge **open-cast mining** sites have been submitted, some of which would cut minor roads and heavily disrupt the **Pencaitland path**. For details, and how to help, tel Richard Bolton 663.2576.

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cid. from p.1 As a result, the school's ultra-healthy pupils top almost every sporting league - though it has no sports hall!

The **government** could help hugely by legislation, as in Denmark in 1976, making councils responsible "in consultation with schools, to provide for the protection of children against the danger of vehicular traffic on their way to and from school" ["Safe Routes to Schools" leaflet, Sustrans]. **Please write to your MP about this.**

SAFE/HEALTHY SCHOOL TRAVEL RESOURCES

- ☛ Sustrans Safe Routes newsletter £12/£16pa; also other SRS Sustrans publications & video. 0117.926.8893 Celia Beeson.
- ☛ Internet sites.. Spokes at <http://www.btinternet.com/~spokes/> Sustrans at <http://www.sustrans.co.uk/>.

☛ SPOKES : Ian Maxwell 0131.669.6542; Chris Hill 228.2927.

W. LOTHIAN 97/98 BIKE PLANS

Biggest 96/97 project was a new section of Edinburgh-Glasgow path at **Easter Inch** (Motorola/M8 to Seafield). *The 97/98 cycle budget should cover...*

- ☛ Connecting the above to Livingston paths at Tailend
- ☛ A803 bike lanes Linlithgow-Linlithgow Bridge
- ☛ Livingston Bike Map
- ☛ A89 path feasibility study/design
- ☛ Edinburgh-Livingston Sustrans study
- ☛ Linlithgow Springfield scheme

From other transport budgets...

- ☛ Safe/healthy school travel schemes at 17 schools [see p.1]
- ☛ Facilities will result from bike-friendly road-design and cycle-audit policies (as in 1996/97 at **Kirknewton, Dechmont-Uphall, and Bathgate**, Edinburgh Road).

SPOKES A89 CAMPAIGN

Following our map [SPOKES 66] highlighting the missing **Newbridge-Livingston** link, many members wrote to LEEL and the Council stressing its importance. As a direct result, W.Lothian has brought forward route-design to 97/98, and hopes to build their section in 98/99. LEEL would fund landscaping and the base course. Edinburgh council control the Newbridge end - they are sympathetic, but have not yet allocated funds. *We urge Edinburgh members who would use the path to contact their councillor.*

ROUND-FORTH ROUTE

Councils by the Forth responded keenly to our round-Forth recreation/tourist route proposal [SPOKES 66]. Most encouragingly, **Falkirk** now has a significant cycle commitment [p.4/5], and hope to work with W.Lothian/Stirling to design the missing link - which has also reappeared on Sustrans maps, after a mysterious 18 month absence.

GOWANBANK SUSTAINABLE VILLAGE

This project [somewhat like Machynlleth Alternative Technology Centre] would like to be on a signed cycle-route linking the Edinburgh-Glasgow path near Armadale to the Canal towpath near Linlithgow. A volunteer to survey/map possible routes is needed [contact: Greig Robertson 0131.558.8763]. Such a link would allow circular tours to be promoted from both Edinburgh and Glasgow, with the project providing 'bunkhouse' accommodation.

NO CYCLING IN TRANSPORT REVIEW??

Post-election transport policy remains expectantly uncertain, as Labour's **transport review** leaves major decisions to 1998. Positively, the Scottish Office has imposed a one-year moratorium on virtually all trunk road development [M8 Ballieston-Shotts may be decided sooner], and cancelled outright the proposed **second Forth Road Bridge** and so-called **Barnton Bypass**.

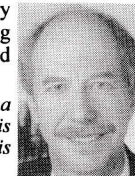
Other welcome decisions [SO Press Release 30.6.97] are support for W.Lothian's pilot low-cost 20mph zones [p.8], financial go-ahead for Edinburgh's CERT [SPOKES 64], discussions with the City on road-user charges/tolls, and the opportunity for councils to retain parking fines.

Sadly, despite Malcolm Chisholm's very positive speech [see above], the **transport review discussion paper is exceptionally weak on cycling**, apart from the statement that "safer walking and cycling ... is central to achieving a more sustainable transport system".

There are long sections on rail, bus, trunk roads, even aviation and shipping, but nothing on the most healthy and sustainable forms of transport! There is no recognition at

Speech by **Malcolm Chisholm, Scottish Office Local Government and Transport Minister** at Spokes/Go-Bike National Cycle Conference, Glasgow, May 1997 [See SPOKES Internet web site for full speech]

Malcolm Chisholm made some very positive statements [below]. When writing to your MP, include relevant quotes and ask about government progress on them!



✓ "Cycling is often overlooked ... as a minor, alternative means of transport. This is a disastrous perception which Labour is determined to overturn".

✓ Cycling is "at the heart of our plans for a coherent, integrated and sustainable transport policy in Scotland and ... the UK".

✓ New road developments will only be proposed "where better, more sustainable solutions are not feasible".

✓ "Given that cycling accounts for less than 2% of trips in the UK ... compared for example with 18% in Denmark ... if we focus our energies there is every chance the target (to double cycling by 2002) can be exceeded".

✓ "I shall be looking closely at ... safer routes to school, and encouraging local authorities to do the same".

✓ "The Scottish Office has already begun ... preparation of guidance ... to local authorities about [the Road Traffic Reduction Act]".

✓ "I cannot promise any additional resources ... although existing resources can be spent differently".

✓ The government will "consider whether we might repeat [the Cycle Challenge scheme] ... We shall certainly want to promote widely any examples of new practice which result".

✓ "I shall be encouraging bus and rail operators in Scotland to make better provision for carriage of cycles".

✓ "We need to encourage employers, shopping centres, bus and rail operators to provide better ... for storage of cycles".

✓ "Labour is strongly committed to improving public health ... and cycling is a very important element of this".

✓ "Colleagues on wheels, I am glad it is my first public duty as transport Minister to open a cycling conference. It demonstrates our determination to develop an integrated sustainable transport policy that is not dreamt up behind the wheel of a car!"

all that cycling now plays a huge role in many European towns and cities - through deliberate government policy.

The consultation ends 14 November. Even if you haven't seen the discussion paper [free from 0171.271.5631, Ruth Chapman] **please at least send a short letter emphasising that cycling must be given a major role in any sustainable integrated transport policy.** Write to: David Tripp, Transport Div.1, Scottish Office, Edinburgh EH6 6QQ; or e-mail David.Tripp@so005.scotoff.gov.uk.

After 14 November, ask your MP for an assurance from the Minister that the review will give full attention to the huge potential of cycling, as is widely understood from Scandinavia to Germany. Send us any useful replies.

Stop press: SPOKES member Cllr **David Begg** [photo] is to be one of 8 special advisers to the Review. In recent years Cllr Begg has become very aware of cycling's potential in a sustainable transport strategy, thanks to many letters sent to him by people like you!

