

Edinburgh is unique in Scotland, and possibly in the UK, in allocating a percent of its transport budget to cycling. Furthermore, the percent has been raised annually from 5 percent in 2012/13 to 7 percent in 2014/15, to deliver the ATAP's cycling actions and the results are increasingly visible.

The first key policy of the Local Transport Strategy to be initiated is an extended 20mph network across the city. Edinburgh is one of the growing list of progressive UK cities putting people first through applying 20mph speed limits.

Following a strong expression of public support through our consultation process, we will be adding to our already extensive 20mph zones, bringing in the lower limit throughout most of the city including all residential areas, the city centre, shopping streets and other main roads with relatively high numbers of pedestrians or cyclists.

Experience in cities such as Portsmouth and Bristol suggests that this will help to encourage greater numbers of both pedestrians and cyclists, lead to calmer driving behaviour by motorists and increased 'survivability' of road traffic accidents.

This shift in the city's transport balance will be complemented by the Council's new Street Design Guidance, whose underlying philosophy is that streets' role as places for walking, cycling and as social spaces should be given much more prominence in the design process, reflecting the way communities live and interact.

In particular, Leith Walk, George Street, and Charlotte Square will be redesigned to be more attractive to walkers and cyclists and so better suited to their role as shopping and public areas. They will also be linked by a new cross-city cycleroute from Roseburn and West Edinburgh right through to Leith Walk.

### Local Transport Strategy: Priority Actions for 2014

- Consult on proposals for a citywide 20mph network
- Present a business case for added funding for supported bus services
- Carry out a comprehensive review of city parking, including city centre and Sunday parking
- Create a new travel plan service
- Explore options to reduce emissions in the city centre

To see the full LTS document, search for Local Transport Strategy at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)

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# Edinburgh Local Transport Strategy



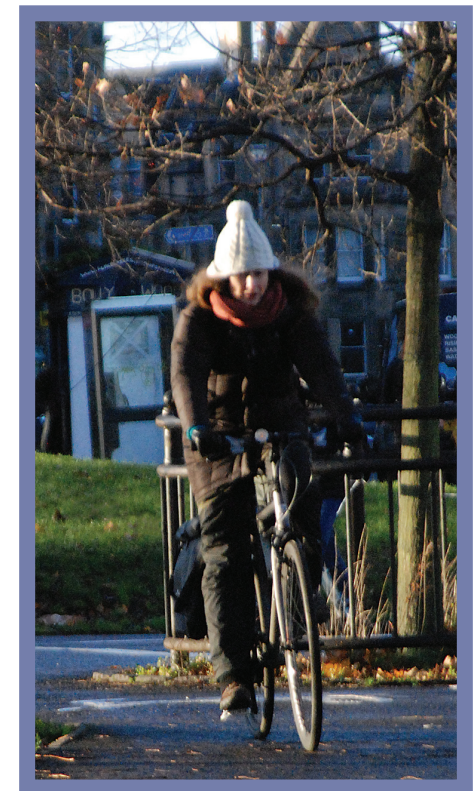
## The recent launch of the Local Transport Strategy heralds an exciting five years for transport in Edinburgh, with many benefits for the city's active travellers.

Key early initiatives that will be delivered in the next year or two include greater integration of the transport network, lowered speed limits across the city, a comprehensive review of parking, new measures to improve air quality and protect the environment and the appointment of a travel planning officer who will work with local organisations to promote sustainable travel.

That these initiatives will build on solid progress over the past few years has been confirmed by recent data analysis from the 2011 Census. Edinburgh has now achieved the highest share of travel to work in Scotland by each of foot, cycle and bus.

The number of people in Edinburgh travelling to work by bike or on foot has increased by 16 percent on 2001 levels. Edinburgh is also in line with a national trend towards more widespread home-working, with over 10 percent of workers based mainly at home.

Many of the main actions for cycling and action are contained in the Council's Active Travel Action Plan (ATAP), which was reviewed and updated last summer. The Local Transport Strategy, however, does include some new or continuing policies pertaining to walking and cycling, and these are set out overleaf.



# Selected policies affecting cyclists

## Walk6 (excerpt)

New developments of a size for which a transport assessment is required, must ensure:

- direct pedestrian/cycle routes to, through and within the site
- several pedestrian/cycle accesses, normally more than the number of vehicle access points
- compliance with the Edinburgh Street Design Guidance.

Contributions will be sought from developers towards:

- the cost of new pedestrian/cycle links (e.g. bridges) across nearby features (e.g. rivers, railways) that would otherwise reduce the accessibility of the site on foot
- pedestrian and cycling facilities at junctions and on footways/shared use paths likely to be used by pedestrians and cyclists accessing the site (even if not immediately adjacent to it).



## PCycle2

There will be a presumption in favour of new traffic management schemes incorporating measures for cyclists, particularly:

- exemptions from road closures
- advanced stop lines (ASLs) with approach
- cycle lanes at traffic signal controlled junctions, or cycle lanes where ASLs are not required
- all new pedestrian crossings to be considered as potential toucans
- cycle lanes, or where appropriate physically segregated cycle infrastructure, in all schemes involving main roads (except where this may not be necessary if the speed limit is 20mph).

## PCycle3

There will be a presumption that all streets will be two way. However, if new one-way streets have to be implemented to manage motor traffic, there will be a presumption that cyclists will be exempted from the one-way restriction.

## PCycle6

The Council supports the carriage of bicycles on rail services, with sufficient numbers per train to allow family groups to travel together. Subject to successful piloting, the Council will support carriage of cycles at appropriate times on the Edinburgh Tram. It also supports bike carriage on medium to long distance bus/coach services and supports the carrying of folding bicycles on all modes of public transport.

## PCycle8

The Council's approach to situations where a shared footway is an option will be as follows:

- a) shared footways will only be considered where they are necessary to provide cyclists with a reasonably safe route separated from busy traffic and they form a component in a longer cycle route.  
  
Taking into account cost implications, impacts on other road users, and potential benefits:
- b) where space is available provision of a cycle track physically divided (segregated) from both motor traffic and pedestrians will be considered (a segregated cycleway)
- c) If a segregated cycleway cannot be provided then the usual preference will be for cyclists to be separated from pedestrians on a shared footway by a white line, difference in materials, or similar. However, this will not always be the preferred solution, for example, when pedestrian use is low and width is limited it may be better not to segregate
- d) all new and existing shared footways will be equipped with 'courtesy' signs encouraging considerate user behaviour.

## Streets3

Before approving any road capacity increase, the Council will seek to ensure that all viable measures for shifting vehicle trips to walking, cycling, public transport and car sharing, or for managing demand have:

- been fully adopted
- been found not to meet modal share or demand reduction needs.

## Park13

There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

## Park15

Loading and unloading will be managed to: maintain effective provision for businesses where necessary, move parking from the main road to allow more effective priority to be given to pedestrians, cyclists and public transport.

## Park33

The Council will promote access to P+R sites by bus, cycle and on foot, and will support the provision of high quality public transport services to link P+R sites to major destinations outside the city centre.

