

The City of Edinburgh Council

# ACTIVE TRAVEL ACTION PLAN





Approved by The City of Edinburgh Council, Transport Infrastructure and Environment Committee  
21 September 2010

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# Foreword

Edinburgh is a city that in many ways is ideally suited to active travel. It is compact and for many residents, work, shop and play are all within easy walking or cycling distance. For example, over 70,000 people live within a 20 minute walk of Princes Street. In most of suburban Edinburgh, between a third and a half of all journeys to work are 1 to 3 miles long, that's a 5 to 20 minute bike ride.

Walking and cycling meet so many objectives that they deserve to be strongly promoted. They have minimal environmental impact, they are good for health, and they are affordable and sociable. This Active Travel Action Plan (ATAP) sets out to deliver these benefits by enabling more people in Edinburgh to cycle and walk, more safely and more often.

Edinburgh's residents already walk over one third of all their journeys. We want to sustain and if possible increase this impressive figure.

Around two thirds of journeys to school in the city are made on foot or by bike. We're pleased that surveys suggest this proportion is stable or increasing – in contrast to a declining

trend across Scotland – and are sure that the work we've put into Safer Routes to School projects has made an important contribution. The size of most school catchments means that the percentage could be even higher, helping to reduce peak-hour congestion. We want to continue the Council's positive work in this area, making it even easier to walk or cycle to school and increasing the proportion of children who receive cycle training.

Edinburgh has promoted cycling since the mid 1980s. In 1981 around 2000 Edinburgh residents (1.4%) cycled to work. The current estimate is 7,250 (4.9%). The ATAP sets out a goal of further growing the percentage to 15% - that's around 22,000 by 2020, with a 10% by bike target for all trips. This is very ambitious but we believe it is achievable.

Achieving the ambition will require focus and prioritisation. The ATAP is intended to provide the right framework. For example, the plan identifies two different approaches to provision for cyclists, recognising that different people have different needs. A 'Family Network' is proposed to cater for less confident cyclists. In parallel, the 'Cycle Friendly City'

programme will aim to make the whole road network as safe and attractive as possible for cycling.

The plan prioritises areas for investment. For example, there is more scope for cycling in parts of the city where a large number of journeys to work are in the 1-3 mile range and aren't too hilly. Similarly it makes sense to ensure the busiest pavements in shopping centres are well maintained and as 'walkable' as possible.

We believe that implementing this plan can make a real, positive difference to Edinburgh. Why? Because more walking and cycling will reduce pollution, reduce congestion and improve health and fitness. Also because the kind of things we need to do to encourage more people to cycle and walk, will help make Edinburgh a better place to live. Streets that are easier and more friendly places to walk and cycle are more civilised and safer for everyone. A high quality 'family' cycle network will open up new choices for workaday as well as leisure journeys. Taken together, the ATAP should mean that many more people feel they have a real choice to use these cheap, convenient, sociable and enjoyable ways of getting around our great city.

The ATAP has been developed in partnership with NHS Lothian, Transport Scotland's, Spokes, Living Streets Scotland, and Sustrans, along with contributions from others, such as The University of Edinburgh. We look forward to continuing to work with these and other partners to deliver the ATAP.



Councillor Gordon Mackenzie  
Convenor of Transport, Infrastructure  
and Environment Committee



Marshall Poulton  
Head of Transport



# Introduction and Objectives

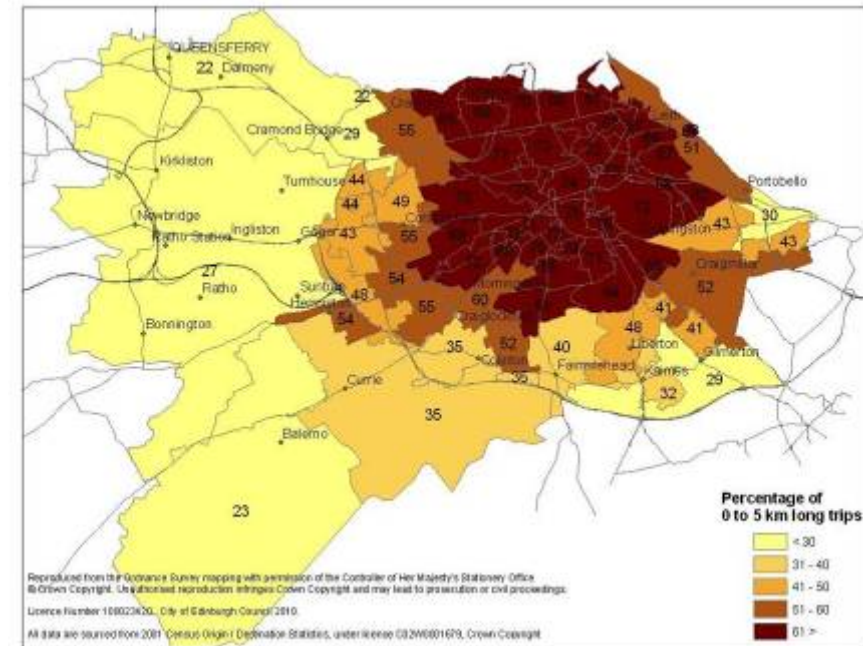
Active travel is at the heart of the Council's Transport 2030 Vision and Local Transport Strategy 2007-12 (LTS)<sup>1</sup>, as well as the Road Safety Plan for Edinburgh to 2020. It can make a big contribution to many Single Outcome Agreement (SOA) objectives<sup>2</sup> including on health, environment and economic development. Active Travel will also directly contribute to the targets set out in the Government's National Physical Activity Strategy (Let's Make Scotland More Active, 2003) and the outcomes set out in Cycling Action Plan for Scotland (2010).

## Transport 2030 overall vision

'By 2030, to make Edinburgh's transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe...'<sup>3</sup>.

Walking and cycling have great benefits for health and accessibility. They can also reduce congestion and emissions when replacing short car journeys. Creating environments that are favourable to walking and cycling can improve overall quality of life in our cities, towns and villages. This plan is aimed at achieving these benefits by enabling and encouraging more people in Edinburgh to cycle and walk, more often and more safely and comfortably.

Three-quarters of all trips made by Edinburgh residents are shorter than 5 km, a distance ideal for walking and cycling. However only 36% of residents' trips are made on foot or by bike, while 43% are made by car<sup>4</sup>.



Source: Census 2001 Travel to Work Statistics

1. Local Transport Strategy (2007-12).
2. Edinburgh Single Outcome Agreement (2009).
3. Transport 2030 Vision (2010).
4. Scottish Household Statistics 2007-08. Previously journeys longer than quarter of a mile/five minute duration were recorded. 2007-08 figures include journeys under quarter of a mile/five minute duration. This has led to an increase in the number of walking trips recorded, especially for the main mode figures.

Data for the past 30 years reveals that Edinburgh residents travel has been getting more active, at least for the journey to work.

Cycling to work in particular has shown a strong increase. For other purposes travelling actively seems to have been roughly stable. It is encouraging that school children are more active than their parents; almost two thirds travel to school on foot or by bike.

Year	Travel to Work (%)			Travel to School (%)			Travel as a main mode (%)		
	Walk	Bike	Active Travel	Walk	Bike	Active Travel	Walk	Bike	Active Travel
1981	17.0	1.4	<b>18.4</b>						
1991	14.9	1.8	<b>16.7</b>						
1999-00	17.0	3.0	<b>20.0</b>	61.0	1.0	<b>62.0</b>	24.0	1.0	<b>25.0</b>
2001-02	17.2	4.1	<b>21.3</b>	58.0	1.0	<b>59.0</b>	24.0	2.0	<b>26.0</b>
2003-04	18.1	4.3	<b>20.4</b>	56.0	1.0	<b>57.0</b>	22.0	2.0	<b>24.0</b>
2005-06	17.9	4.9 <sup>5a</sup>	<b>21.3</b>	60.0	1.0	<b>61.0</b>	19.0	2.0	<b>21.0</b>
2007-08 <sup>5</sup>	20.1	4.9 <sup>5a</sup>	<b>26.1</b>	64.3	1.8	<b>66.1</b>	34.1	1.6	<b>35.7</b>

Although Edinburgh has already achieved the highest levels of cycling and walking of Scotland's cities, we are still well behind many European counterparts. In Oulu, a Finnish City of over 100,000 inhabitants north of the Arctic Circle, cycle usage is 35% of all trips. Padova and Ferrara in northern Italy have similar bike usage despite their hot summers and cold damp winters. Bike mode share in many German cities is also high: Bremen 22%, Freiburg 19%, Munich 14% and Cologne 11%<sup>6</sup>. In Copenhagen, Denmark 36% of trips to work or school are cycled and by 2015 the city aims to increase this to 50%<sup>7</sup>.

5. Scottish Household Statistics 2007-08. Previously journeys longer than quarter of a mile/five minute duration were recorded. 2007-08 figures include journeys under quarter of a mile/five minute duration. This has led to an increase in the number of walking trips recorded while reduction in other trips, including cycling especially for the main mode figures.

In Edinburgh we now want to realise the benefits that more active travel can bring. These include:

- Better health – active travel is a simple, low-cost and effective way to incorporate physical activity into daily life.
- Better road safety – there is evidence of a 'safety in numbers' effect for cycling. More cycling means safer cycling.
- A better environment – active travel can replace many short car journeys reducing traffic, air pollution, noise and the visual impact of traffic in urban areas together with making a contribution to the reduction of greenhouse gas emissions.
- Benefits to businesses – people who travel on foot or by bike tend to be healthier, be absent less often and more productive.
- Wider economic benefits – walking and cycling make very efficient use of road space so help reduce congestion. Good environments for walking can also encourage people to linger and spend more. The UK Department for Transport has found that investment in cycling shows economic returns of around £3 for every £1 invested<sup>8</sup>.

5a Cycling data for 2005/6 and 2007/8 combined due to small sample size.

6. Van Hout Kurt, Bypad, Literature search bicycle use and influencing factors in Europe (2008).

7. London Cycle Revolution (2010) .

8. Cycling Demonstration Towns: Development of Benefit-Cost Ratios: February 2010 Department for Transport.

- Social benefits – when people walk and cycle around their neighbourhood they are much more likely to meet and interact, creating community cohesion. People walking and cycling provide ‘social supervision’ helping make our streets safer places to be.
- Improved quality of life – the combined benefits of more people getting about on foot and by bike add together to give a better overall quality of urban life.

Bearing in mind these benefits, the core objective of this Active Travel Action Plan is **to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure.**

**The plan will seek to work towards its core objective by:**

- improving the city’s walking and cycling infrastructure (maintenance, management, new provision, good design);
- marketing of the opportunities to walk and cycle in the city (eg signing and mapping of cycle routes); and
- promoting walking and cycling (eg seeking to overcome social barriers to cycling).

## Active travel, health and the economy

Adults who are regularly physically active have 20 to 30% reduced risk of premature death and up to 50% reduced risk of developing major chronic diseases such as coronary heart disease, stroke, diabetes and cancer. According to a recent Scottish Government publication<sup>9</sup>, a 1% reduction each year in the number of inactive Scots for the next five years would result in:

- £3.5million savings to the NHS through reduced annual admissions;
- 157 less deaths from coronary heart disease, stroke and colon cancer related to inactive lifestyles; and
- 2839 life years saved from reducing these overall deaths, resulting in an estimated total economic benefit of £85.2million.

Other benefits of regular physical activity are better mental health and reduced employee absence.

Active travel can incorporate regular physical activity in to people’s everyday lives and therefore has significant potential to improve the health of the city’s residents. Cycling England have estimated that investment in their Cycling Demonstration Towns has provided economic returns of at least £3 for every £1 invested when improvements in health are taken in to account<sup>10</sup>.

9. How can transport contribute to public health? Briefing paper 5, Glasgow Centre for Population Health, November 2007.

10. Cycling Demonstration Towns - Development of Benefit-Cost Ratios, Department for Transport, February 2010.



# Joint Actions

Actions that apply to both walking and cycling set out in this plan are summarised below, with further detail in Appendix A.

Joint headline actions
Set up a coordinating group for active travel initiatives.
Building on current documents, produce/update pedestrian and cycle design guidance by the end of 2011 and use this in training relevant Council staff.
Continue safer routes to school and school travel plan programmes until all schools have implemented travel plans and can be accessed, on foot and by bike, through safer and more convenient routes.
Continue extending the coverage of 20mph zones and speed limits in the city.
Set up a working mechanism for identifying missing and sub-standard walking and cycling links by 2012.
Produce an Active Travel Communication Strategy to coordinate marketing and promotion initiatives in the first half of 2011.
Promote health benefits of cycling and walking for all abilities.
Seek legislation to tackle footway parking.

## Active travel coordinating group

Building on the success of ATAP Project Board and the Cycle Forum, we will create a group to coordinate all active travel initiatives in Edinburgh. Its primary remit will be the delivery of the initiatives in the ATAP. The group will involve representatives from the Council and relevant other bodies (NHS Lothian, Spokes, Living Streets, disability and accessibility organisations etc).

## Design guidance and training practitioners

There are many aspects of walking and cycling that are influenced by the built environment and how it is designed, upgraded and maintained. The Council has several documents that seek to influence different aspects of this design. 'Movement and Development' (2000) provides guidelines on transport issues for new developments, while the 'Edinburgh Standards for Streets' (2006) sets out principles and provides design guidance focusing on existing streets. The 'Cycle Friendly Design Guide' (1997) and the 'Bus Friendly Design Guide' (2005) provide mode specific solutions and standards for the city's bus and cycle network. All four documents are under review and the opportunity will be taken to consider whether new guidance should consolidate them and also the proposed pedestrian design guidance. The latter is intended to address pedestrian design issues for all users as well as footway maintenance. Revised cycling design guidance will take into account the recently published 'Cycling by Design' (Transport Scotland: 2010).

Training of our staff who plan, design, construct and maintain our streets, footways and cycleways is central to the successful achievement of this action. We will adapt/supplement current 'Standards for Streets' training to increase awareness of designing for pedestrians and cyclists, and will implement this revised training during 2011.

## Safer routes to school and school travel plans

The Council has completed 20mph zones around all Edinburgh schools and continues to improve safety features around schools on a case by case basis.

The Council's School Travel Coordinators have already approached every school regarding adopting a school travel plan. Currently 95% of all primary schools, 15% of all secondary schools and 8% of private schools in Edinburgh have a travel plan, or are working to adopt one. Our School Travel Coordinators are supporting schools in undertaking activities such as 'walking buses', 'cycle trains', 'walk once week', 'bike to school week', 'travel-buddies'.

## 20mph zones and speed limits

Lower vehicle speeds make the pedestrian and cycling environment safer and help people to perceive them as being safer. A UK Government review<sup>11</sup> of the 250 20mph zones revealed that the annual number of crashes fell by 60%, the overall reduction in child casualties was 67% and there was an overall reduction in crashes involving cyclists of 29%. To build on this success:

- we will continue to extend the coverage of 20mph zones in the city;
- subject to consultation, by 2012 we will pilot an area-wide 20mph speed limit/zone with reduced traffic calming. If successful we will roll out this approach and pursue 20mph limits on shopping streets;
- we will also support reduction of the default urban speed from 30mph to 20mph.

## Tackling missing/sub-standard walking and cycling links

For both walking and cycling links we will develop a system to identify and prioritise the implementation of missing or sub-standard links in the network. For example, alleys without natural surveillance, worn paths across grass areas, steps without handrails, poorly surfaced sections of path or links, missing/sub-standard dropped kerbs or points where re-allocation of road space or a safe crossing of a major road is required. Such minor changes can make a big difference, for example many routes could be made suitable for disabled people with minor adjustments.

This system will involve communities through Neighbourhood Partnership structures.

## Marketing and promotion

Marketing and promotion is central to increasing the number of people travelling by active modes: walking and cycling. The Council will produce a communication strategy for active travel, to coordinate and deliver all marketing and promotion activities under a campaign identity in 2011. As part of this communications strategy, the Council and its partners will:

- promote walking and cycling as desirable means of transport, as well as for recreation and health;
- support partners to explore the variety of funding opportunities to promote active travel, eg Climate Challenge Fund;

11. DfT, Traffic Advisory Leaflet 9/99

- learn lessons from and seek to continue with the 'Better way to work' scheme<sup>12</sup> (encouraging sustainable transport through employers);
- carry out corridor or destination based promotion;
- participate in the Green Exercise Partnership<sup>13</sup>;
- promote active travel in workplaces/travel plans;
- undertake Travel Planning for households (Personalised Travel Plans), subject to external funding;
- maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas;
- work together to support local initiatives to promote walking and cycling; and
- communicate and promote activities through a unified brand and web and paper-based information.

## Craigmillar Active Travel Study

This Sustrans run project, funded by Promoting and Regenerating Craigmillar (PARC), seeks to encourage and enable Craigmillar residents (prospective, new and existing) to travel more actively and sustainably, especially for local trips. Activities include reviewing conditions for walking and cycling in the area, signage, information, promotion, events and communication channels. Two products will be developed as part of this project:

- an area-wide active and sustainable travel guide including a local map and information on the various benefits of more active and sustainable travel; and
- an area-wide active and sustainable travel action plan, listing current gaps in the existing infrastructure network, recommendations for improvements in order of priority, and recommendations for further promotion and marketing of active and sustainable travel opportunities in the area.



Photo credit: Chris Hill

12. [www.findabetterwaytowork.org/intro.php](http://www.findabetterwaytowork.org/intro.php)

13. [www.snh.gov.uk/docs/A387101.pdf](http://www.snh.gov.uk/docs/A387101.pdf)

## We Love Leith

Established and managed by local volunteers, Greener Leith is dedicated to making Leith greener in every sense.



They run a Green Travel campaign, 'We Love Leith', which aims to inspire residents of Leith to travel on foot, by bike and bus, or encourage drivers to car-share, car-pool or eco drive. They promote Edinburgh's growing network of traffic free and low traffic routes in North Edinburgh, as well as promoting existing walking and cycling journey planners.

## Better Way to Work ([www.findabetterwaytowork.org](http://www.findabetterwaytowork.org))

The Bike Station's 'A better way to work' team, with the assistance of a number of partners, are working with a variety of Edinburgh based businesses and organisations with less than 500 employees. 'A better way to work' offers help and support to employees of these small and medium sized companies, to try active and sustainable types of travel – walking, cycling, public transport and eco-driving. Those taking part are likely to boost their health and fitness, reduce stress and save some money in the process. By sampling different ways of getting to work the scheme aims to change people's travel behaviour long term. This change will cut pollution, reduce traffic congestion and make Edinburgh's roads safer.

The aims of the campaign include:

- for 2,500 people to start or increase the number of times they cycle or walk to work to three or more days per week.
- for 5,000 people to cycle, walk or take the bus to work at least one day per week.

The scheme is funded through the Climate Challenge Fund and the project partners include:

- [Lothian Buses](#)
- [Edinburgh City Car Club](#)
- [Changeworks](#)
- [Edinburgh Napier University](#)
- [Spokes](#)
- [Sustrans](#)
- [Cycling Scotland](#)
- [Challenge for Change](#)
- [Edinburgh Bicycle Co-operative](#)
- [Edinburgh Chamber of Commerce](#)

# Walking Action Plan

Almost everyone walks either as a form of transport or for leisure. For some people, walking is the only transport option available. For nearly everyone it is a key link for connecting with public transport and/or cars at either end, or in the middle, of a trip. Walking is often more than just a means of transport; for example it is a popular leisure activity in its own right. For many people walking is their preferred type of physical activity to maintain and build on their physical fitness.

Walking is ideal for short journeys because it is free, congestion and pollution-free, efficient, reliable and healthy. Walking, when incorporated as a regular form of physical activity, can significantly reduce the risk of obesity, diabetes, and cardiac diseases, amongst many others. More people walking cuts traffic/congestion; improves air quality; and reduces risk of respiratory diseases. An enhanced pedestrian environment creates activity on the street which can improve personal safety and security and reduce vandalism. Walking also creates a better urban realm and 'feel', which adds to the quality of life for resident and visitor alike. It can also help the local economy and boosts Edinburgh's tourist economy as, for example, in Edinburgh's Royal Mile. Walking is, therefore, key to advancing Edinburgh's transport vision, '...to make Edinburgh's transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe...'.

Edinburgh already has a comprehensive network of pavements and footpaths and extensive facilities like pedestrian islands and pelican crossings to help pedestrians to cross the road. However there is scope for improvement. For example stretches of pavement in need of maintenance, wide road crossings and delays at traffic lights.

## For walking the ATAP aims to:

- improve the walking environment through new projects (including public realm improvements) and maintenance;
- promote walking as a transport mode of choice;
- improve existing expertise in the creation of high quality pedestrian environments and public realm, information, marketing and promotion;
- ensure the pedestrian environment is accessible to all; and
- better integrate walking with public transport and cycling.

An improved walking environment needs to be accessible for disabled people. Under the Public Sector Equality Duty of the Disability Discrimination Act 2005 (DDA), the Council has a duty to take reasonable measures to make the street environment fully accessible for disability groups. Doing this will benefit everyone who uses Edinburgh's streets and public places on foot.



## Walking potential

Edinburgh is already a very walkable city in comparison to other urban areas in Scotland. Walking in Edinburgh comprises around 14%:

- 34% of all trips as the main mode;
- 64% of child journeys to school; and
- 20% of journeys to work.

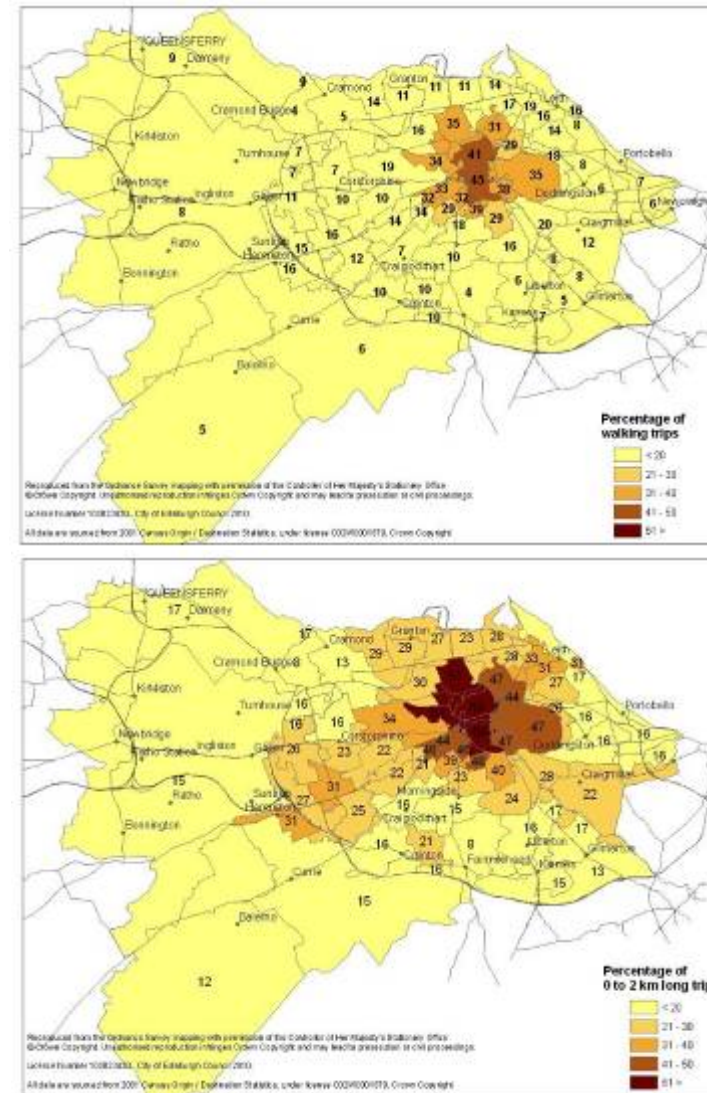
However there is still great potential to increase walking;

- 46% of all journeys made in Edinburgh are less than 2 km long (less than 30 mins walk);
- 18% journeys are 1 to 2 km long (15 to 30 mins walk); and
- 28% of journeys are shorter than 1 km (less than 15 mins walk).

Many people already walk:

- 70% of adults in Edinburgh make at least a trip on foot as a means of transport and 41% just for pleasure or to keep fit at some point during a typical week;
- 27% of adults walk as a means of transport often (between three and five days) while 11% walk just for pleasure or to keep fit; and
- 26% of adults walk as a means of transport regularly (on six or seven days), while 13% do so just for pleasure or to keep fit.

Analysis of Travel to Work<sup>15</sup> data indicates that in most parts of Edinburgh walking mode share could be increased by 10 to 20%.



Analysis of travel to work trip distances reveals that 5 to 20% more trips could have been made on foot

In 2001, Central Edinburgh had the highest walking to work levels due to shorter distances to work destinations

14. Scottish Household Statistics 2007-08. Previously journeys longer than quarter of a mile/five minute duration were recorded. 2007-08 figures include journeys under quarter of a mile/five minute duration. This has led to an increase in the number of walking trips recorded, especially for the main mode figures.

15. Census 2001 Travel to Work data

The walking actions developed as part of this ATAP are informed by 'the five C's', which have been identified as vital characteristics of walkable cities. These are:

- Connected** It must be easy to walk from place to place without encountering dead ends or difficult road crossings;
- Convenient** Routes need to be direct without unnecessary detours; shops, jobs, services and homes need to be as close together as possible;
- Comfortable** Footway and footpaths need to be well maintained and wide enough, well lit and to offer shelter and resting places;
- Convivial** Pedestrian routes need to be friendly, attractive, interesting and litter free; and
- Conspicuous** Pedestrians need to be acknowledged as a form of traffic, and they need to become significant in people's minds. Pedestrian facilities and the places people want to reach on foot need to be clearly identifiable and well sign posted.

The Joint Actions chapter set out common actions relating to both walking and cycling. This chapter includes actions that solely relate to walking. These are summarised below and detailed further in Appendix B.

## Walking headline actions

**Infrastructure – priority corridors and areas** - Implement a package of pedestrian improvements on the Haymarket to Dalry corridor during 2010 and 2011, including review of guardrailing and removal of street clutter.

Based on identified priority corridors and areas (see map 1), develop a prioritised list of pedestrian corridor/area improvements in 2011.

Based on identified priority corridors and areas (see map 1) review prioritisation of footway maintenance during 2010.

**Infrastructure – integration with public transport** - Produce a priority list of bus stops for improved access and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards.

**Infrastructure – crossings and junctions** - Further develop the city's Urban Traffic Control (traffic light) system to increase priority to pedestrians at traffic signals (see action P3 of the Road Safety Plan).

**Infrastructure – tackling footway obstruction** - Develop a process to review the need for pedestrian (new or existing) guardrailing and pilot this process during 2011.

Develop a 'de-cluttering decision maker' tool by April 2011 and use on the Haymarket to Dalry corridor and then roll out across other areas of the city.

**Signing and promotion** - Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.

Increase the promotion of walking as a means of transport as part of an active travel communications strategy.

## Prioritisation of areas and corridors for investment and maintenance

It is unlikely that sufficient funds will be available to carry out comprehensive improvements to the pedestrian environment across the whole city in the short to medium term. Therefore some form of prioritisation is required. It is also important that we prioritise and target maintenance, as some streets are far more important for pedestrians than others. We have carried out work looking at categorising streets in terms of their importance for pedestrians. The map shown at the end of this section (map 1) shows the results of our initial analysis for priority corridors and areas. As might be expected, this has identified shopping areas, local centres, the city centre, roads in high density residential areas and near large employers as priority pedestrian areas. More work is still to be done, for example we need to take into account other places that generate large numbers of journeys (e.g. hospitals and schools)

As part of the ATAP preparation work, we have undertaken a walking and cycling audit on the Haymarket to Dalry/Gorgie corridor, in the Balgreen and Saughton trams stops area and at a major bus stop on Gorgie Road. In 2010-11, as well as making the necessary footway and crossing improvements highlighted in this audit, we will also undertake a street de-cluttering and guardrail removal pilot on this corridor.

### Street clutter

Over the years there tends to be a gradual build up of street furniture, including traffic signs and cones, waste bins, "A-boards", bollards, guardrails. These are sometimes unsightly, not in keeping with Edinburgh's environment and obstruct pedestrian movement. Current guidance in the Edinburgh Standards for Streets seeks the removal of street clutter. A 'de-cluttering decision maker tool' has been piloted in George St.

Further work is needed to develop this into a workable method for wider application. 'Decluttering' does though need to take into account all users' needs, including those who cannot walk far without resting.

## Improving routes to public transport

Most public transport trips involve walking at each end. Better and more easily usable routes to stops are important in making public transport accessible to as many people as possible. Public transport is particularly important for people in the deprived areas of the city and for those on low incomes. It also has important social benefits, eg to older people.

We will therefore embark on a programme to improve the quality, convenience and DDA compliance of routes to/from bus and tram stops and rail stations.

## Crossings and Junctions

We will improve the pedestrian experience in Edinburgh by improving crossing and junction facilities. We will:

- continue to provide more DDA compliant crossings with dropped kerbs and tactile pavements;
- give pedestrians more priority at traffic signals;
- further revise design guidance for junctions to favour pedestrians, for example by minimising the length of crossings and creating tighter corner radii at junctions; and
- pilot introduction of formal 'X' crossings at key high-demand junctions to help pedestrians to take the most direct crossing line.

## Guardrailing

We will review the need for existing pedestrian guardrailing and minimise its use. Recent guidance produced by the UK Department for Transport was unable to find any relationship between levels of pedestrian incidents at junctions and the presence, or absence, of guardrailing. New Scottish Government guidance, *Designing Streets*, recommends the minimum possible use of guardrailing, as does the Council's own guidance, *Standards for Streets*. A number of local authorities elsewhere in the UK are systematically reviewing the need for guardrailing and wherever possible removing it to improve streetscape and reduce barriers to pedestrian movement. The Council intends to follow this example and apply guidance to both existing and proposed sites.

It is recognised that in some locations guardrailing is utilised as cycle parking. The assessment procedure for removal of guardrailing will take into account these locations and replacement cycle parking will be provided to cater for existing and future demand.

## Tackling footway parking

Footway parking is an increasing problem that causes problems for pedestrians, especially disabled people and people with luggage or buggies or prams. The Council is seeking increased powers in this area from the Scottish Government and will use these when they become available.

## Signing and wayfinding

We will review signing and wayfinding. In particular we will consider city centre wayfinding and integration of pedestrian and cycle signage.

## Marketing and promotion

The Council will produce an communications strategy for active travel, to coordinate and deliver all marketing and promotion activities under campaign identity in 2011. As part of this communications strategy, the Council and its partners, funding permitting, will:

- produce and distribute walking maps (eg to hospitals, green spaces etc) and other material promoting walking;
- improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website ('Streets Ahead') to promote safe walking and cycling practices;
- support school based campaigns to encourage walking, for example 'Go for Gold';
- promote, support and develop health walking schemes across the city, particularly in deprived areas;
- promote parks, green spaces and paths to these; and
- publicise walking routes and paths that are particularly suitable for disabled people.



## The Royal Mile Improvements

The quality of the historic environment of the High Street is important. The Royal Mile is important for encouraging visitors to Edinburgh. It is a key area for events taking place as part of the annual Edinburgh Festivals and Festival Fringe, during which footfall is extremely high.

The City of Edinburgh Council has implemented a series of improvements to the High Street over the last two decades. In 1996, environmental improvements to the Royal Mile between George IV Bridge and St Mary's Street were undertaken. Following the 2003 study, improvements have also been implemented to Castlehill, Lawnmarket and Canongate as well as a partial pedestrianisation of the High Street between Cockburn Street and City Chambers.

Improvements undertaken along the length of the High Street include:

- installation of raised tables over junctions;
- improved pedestrian crossing points;
- increased pedestrian space/pavement width;
- installation of seating areas;
- phone boxes relocated to building's edge;
- installation of high quality granite pavements;
- improved links through closes all along the High Street; and
- improved signage.

Edinburgh has implemented a series of improvements to its streets and squares in the last few decades, including Royal Mile, South Castle Street, Grassmarket and St. Andrew Square.

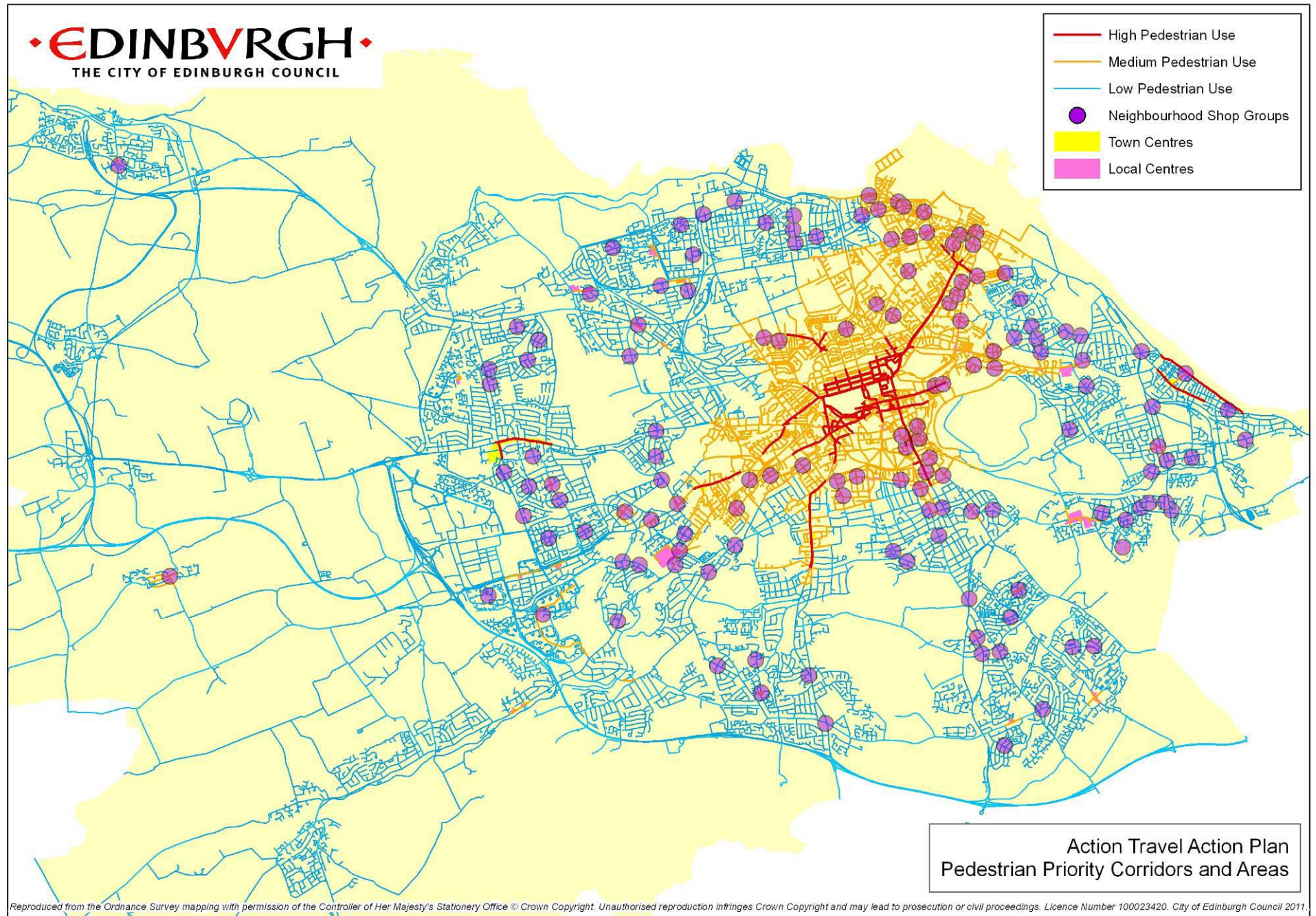


The Royal Mile



Grassmarket





# Cycling Action Plan

Cycling is cheap, convenient and healthy. In the city it is often the fastest, most convenient means of travel and quicker than the car for many trips. Like walking or the car it offers great flexibility; cyclists can choose their time of travel and route (e.g. direct, most pleasant, safest). It's affordability and accessibility (no age barrier, no license) mean it can be a realistic choice for nearly everyone.

Cycling has minimal environmental impact. Cyclists, like pedestrians, make streets feel 'lived in'. Therefore high levels of cycling are associated with a good overall quality of city life.

With the right conditions, cycling is fun and it is a great recreational activity in which the whole family can participate.

So why don't people cycle more? Barriers to cycling in Edinburgh include:

- safety, and perceived safety, especially on busy roads;
- lack of cycle parking at home and elsewhere;
- effort;
- weather;
- cycle theft;
- lack of information and skills; and
- culture and attitudes.

By helping to overcome these barriers, we aim to unlock the City's cycling potential.

In May 2009, the Council signed the Charter of Brussels (full text can be seen in Appendix D) in May 2009 which committed us to:

- set a target of at least 15% of trips in the city made by bike for the year 2020; and
- set a target of reducing the risk of a fatal accident for cyclists by 50% by 2020.

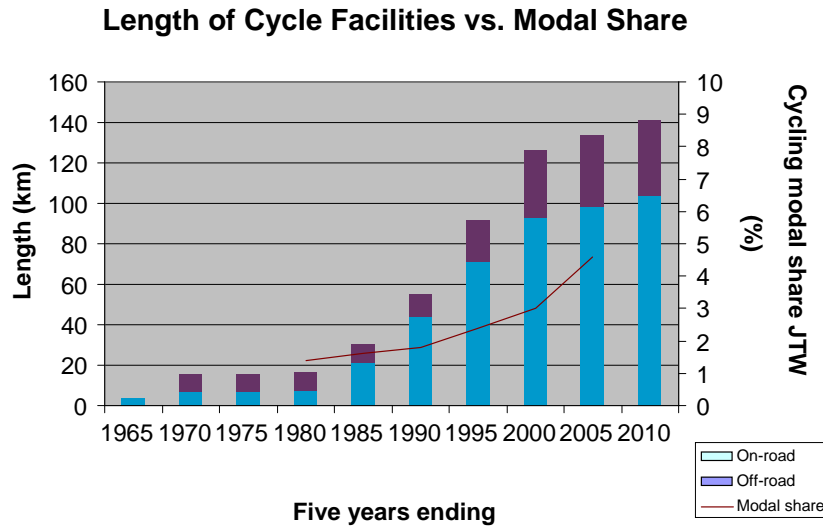
## For cycling the ATAP aims to:

- improve conditions on the existing cycle network, both on road and off-road;
- extend the coverage of the city's cycle network;
- improve cycle access, cycle safety and cycle priority;
- increase cycle parking provision;
- support innovative cycling schemes;
- promote cycling and its status;
- increase mutual awareness and respect between cyclists, pedestrians and other road users; and
- improve coordination and partnership within the Council and between it and external organisations.

## Where have we come from?

Over the past 30 years Edinburgh has extended and improved its cycle network and improved conditions on the city's roads. We believe this is a key reason why cycling in Edinburgh has risen faster and to higher levels than in other Scottish, or indeed most UK, cities. We also believe that further improvements are essential to achieve the considerable potential for cycling which is highlighted below.





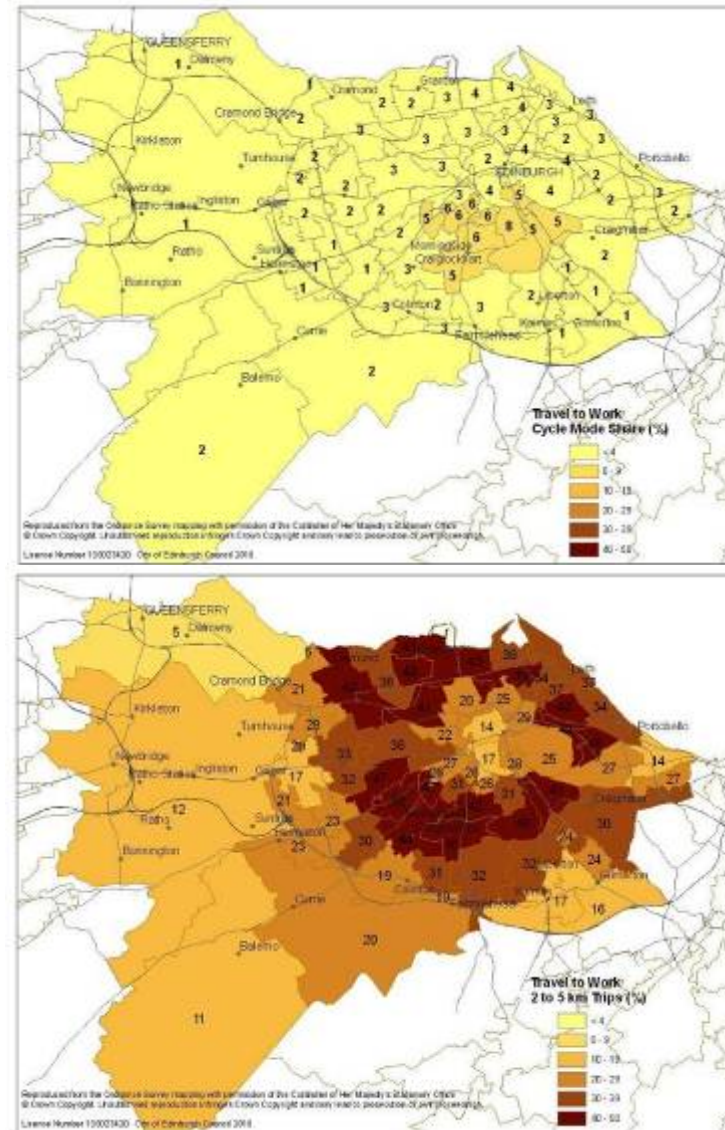
## The potential for cycling

Edinburgh has the highest cycling levels of all urban areas in Scotland, yet cycling in Edinburgh still only makes up around 16<sup>16</sup>:

- 2% of all trips, as the main mode;
- 2% of child journeys to school; and
- 6% of journeys to work.

There is however great potential to increase cycling:

- 29% of all journeys are 2 to 5 km long (a 10 to 20 minute bike ride); and
- 14% journeys are 5 to 10 km long (a 20 to 40 minute bike ride).



In 2001, South Central Edinburgh had the highest cycle to work levels

Travel to work<sup>17</sup> information shows that, depending on area of the city, four to ten times as many trips are within the ideal cycling range of 2 to 5km

16. Scottish Household Survey, 2007-08. These figures include journeys under quarter of a mile/five minutes duration.

17. Census 2001 Travel to Work data.

The specific actions and targets set out in this Cycling Action Plan, developed with the help of the ATAP Board and stakeholder consultation, are summarised below and set out in greater detail in Appendix C.

There are four broad areas of action:

- Network Improvements;
  - Family Network
  - Cycle Friendly City
- Cycle parking;
- Maintenance; and
- Marketing and promotion

## Network headline actions

**The Family Network** - Produce outline designs for all proposed routes in the long term "Family" Network by April 2011.

Fill key gaps in the Family Network/National Cycle Network routes, and link the network to key destinations, by April 2014. This will include east to west and north to south links across the city centre.

**Cycle friendly city** - By April 2014 implement a comprehensive package of on-street improvements for cyclists in the 'south central' area.

Review (by September 2011) and upgrade (by April 2013) provision for cyclists on main roads including A1, A7, A702, A70, A8 and A90.

Produce outline designs for a forward programme of corridor improvements by April 2012.

Prepare a programme for exempting cyclists from suitable one-way streets restrictions and road closures by September 2011, and implement the programme by April

2014.

Install 50 additional Advanced Stop Lines per year until all potential traffic signal approaches have this facility.

Implement local cycle links to tram stops at Broomhouse and Saughton by April 2012.

Work with the rail industry and Sustrans to introduce 'Station Travel Plans' and 'Safe Routes to Stations'. Implement a pilot scheme at Dalmeny station by April 2013

Establish regular programmed maintenance of the lines and coloured surfacing associated with on-road bus and cycle facilities by April 2011.

Increase priority of maintenance of surfaces and vegetation on off-road routes including non-adopted paths by April 2011 and amend winter maintenance priorities by November 2011.

Review parking restrictions in cycle lanes by April 2012 and develop a programme of amendments.

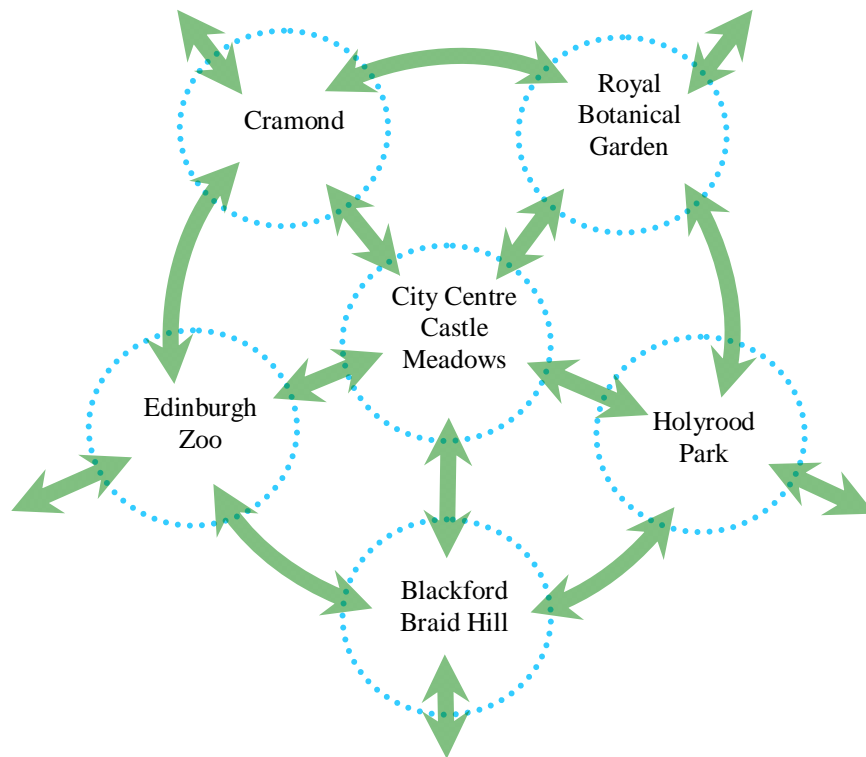
Develop a signing strategy during 2010 and implement upgraded signing.

## Network improvements

We propose to take two parallel approaches to cycle infrastructure in the city. Firstly developing a 'Family Network' with an emphasis on catering for less confident cyclists, secondly moving towards a Cycle Friendly City. We also believe that, with more improvements, it is possible to achieve further major increases.

## Family Network

We will develop a network, predominantly on quiet roads and off-street, aimed at feeling safe and secure for less confident cyclists including family groups and older unsupervised children. Routes on this network will aim for the same standard as the Sustrans National Cycle Network - that is, they should be suitable for use by an unaccompanied 12 year old. Technical standards will be based on Sustrans National Cycle Network Design Guidance. Appendix E gives an indication of the kind of standards we wish to see on this network.



Concept diagram for the Family Network ensuring safe and easy access to the City's major attractions.

The network has the over-riding aim of maximising potential for easy enjoyable cycling that gets people to their desired destination. In order to achieve this aim it will need to cross the city centre east to west and north to south, allow trips to bypass the centre through the inner and middle suburbs. This is so people can cycle to the city centre and its many destinations, but also avoid it if they wish.

Some of the Family Network is already in place. Its core is the off-road routes in the city, mainly using disused railways, but there are important gaps. This plan proposes prioritised progress towards a comprehensive long-term network.

The routes proposed for early completion are shown in map 1 and 2, which highlights the necessary improved links.

In summary these:

- improve links from the existing off-road network to and through the city centre; from north, south and west;
- upgrade links to key recreational destinations like the Royal Botanic Garden, Edinburgh Zoo and Holyrood Park (the latter forming stage one of a Family Network route to the city centre from east Edinburgh);
- fill short but important gaps in the existing network, for example from the Union Canal to the north Edinburgh off-road path network and a link from the Innocent Railway path to the Meadows;
- create a new arm of the off-road network linking Leith to Portobello, subject to successful additional funding bids; and
- implement other elements of the network within the south central Edinburgh area. See 'Cycle Friendly City' section below.



Achieving these improvements will require implementing a number of individual projects - see list opposite. We plan to implement these by April 2014.

There are options for how these links are achieved. For example a link from the North Edinburgh path network to the Union Canal could be achieved at fairly low cost on road, or at much higher cost but to a much higher standard largely off-road. What is built, and when, will depend on funding and in some cases issues such as land acquisition. The list above is considered realistic at the 2010/2011 level of capital budget funding, but the full link to Portobello and a high standard North Edinburgh path network to Union Canal link are likely to require additional funding. The Queensferry Road to Forth Road Bridge A90 route is one of our priorities and we are in discussion with the Scottish Government about how to deliver this successfully by 2012.

A second early priority for the Family network will be to produce outline designs for all the routes (including junctions and crossings) in the long-term proposed network. The main objectives of this are:

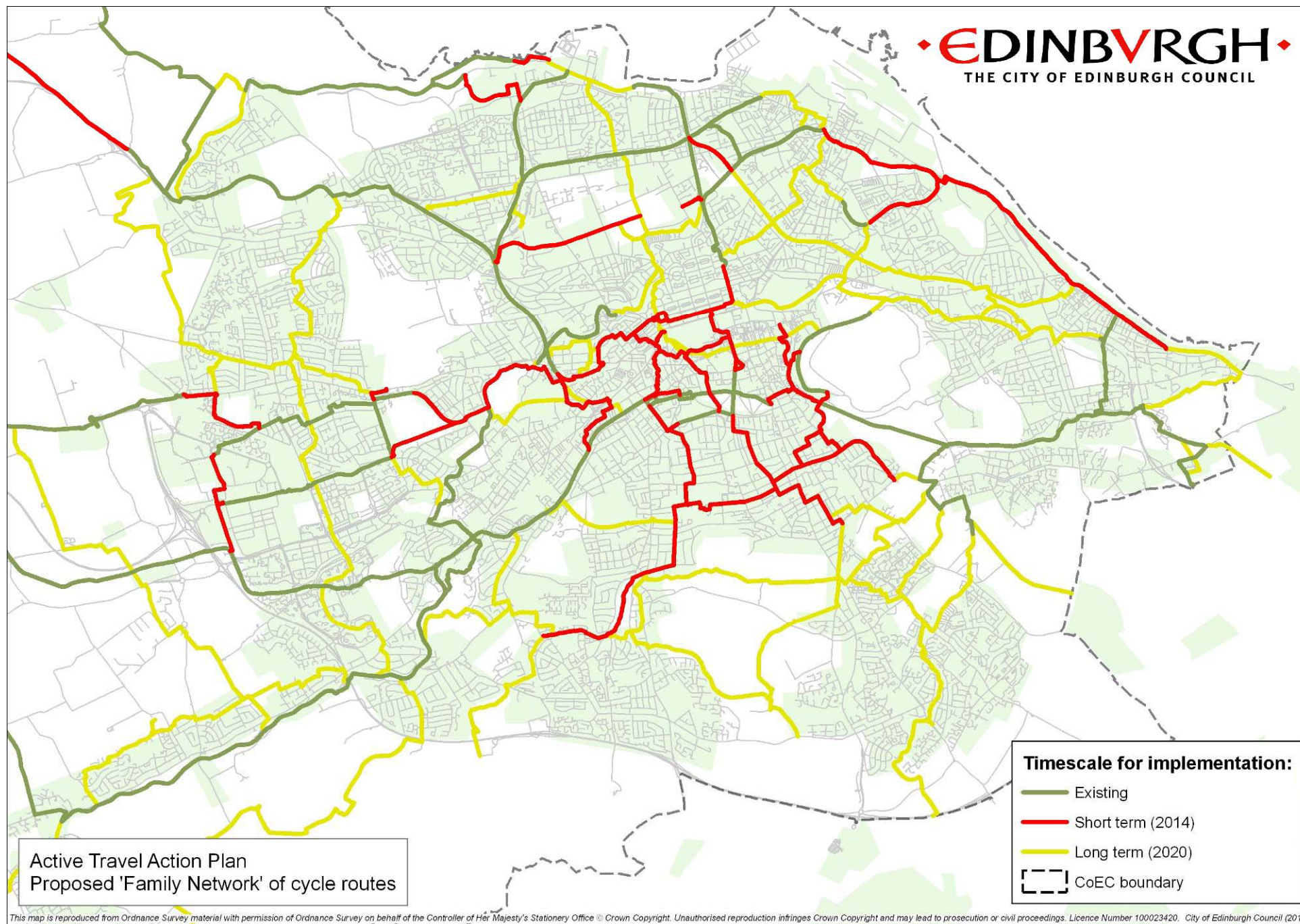
- to enable parts of the network to be delivered in conjunction with other Council projects or developments; and
- to assist in funding bids.

The target is to have these outline designs prepared by April 2011. While most of it will be off-road or on quiet roads, to genuinely 'join up', the Family network needs to negotiate some busy streets and junctions. At these points the aim will be to retain a high standard of safety and convenience. This will mean considering options such as lengths of separated cycle track, wide cycle lanes complemented by parking and loading restrictions, and well defined routes through busy junctions. Such high quality measures are considered to be important by Sustrans and by transport professionals from cities with high levels of cycling.

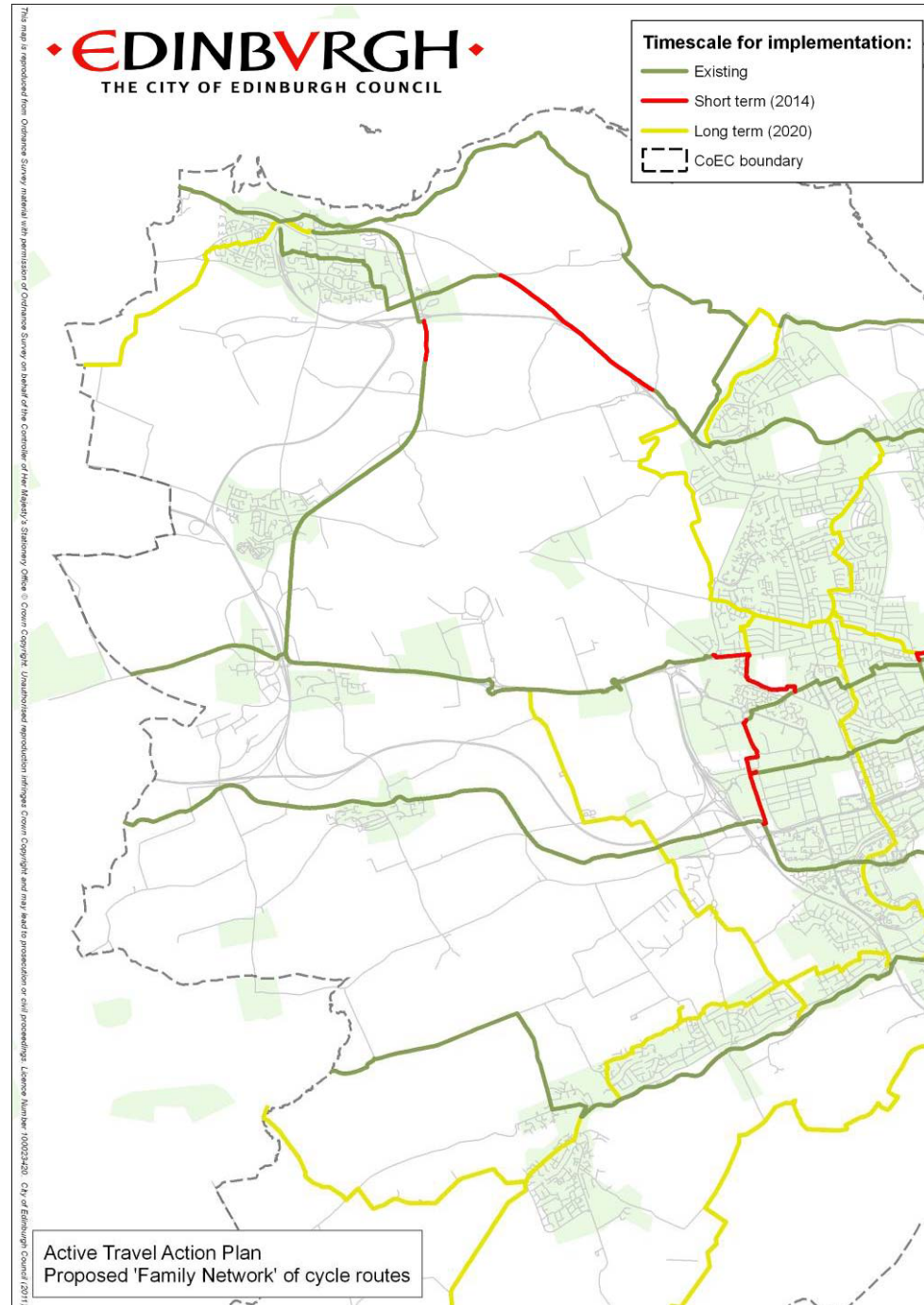
## Routes proposed for early completion:

- Union Canal to Princes Street, Rose Street (A) and Royal Mile (NCN 75)(C);
- Roseburn (end of North Edinburgh rail paths) to Princes Street, Rose Street (A) and Royal Mile (NCN 1)(C);
- Union Canal to North Edinburgh path network link (NCN 1 to NCN 75)(B);
- Link to Roseburn from Carrick Knowe cycleway and Edinburgh Park-Broomhouse -Stenhouse tram parallel cycleway (C);
- Link to Edinburgh Zoo from Carrick Knowe cycleway (C);
- Links from North Edinburgh rail paths network to East (from Warriston- NCN 75) and West (from Craigleith - NCN 1) gates of Botanic Gardens (A);
- Granton rail path to Cramond promenade (B);
- Portobello - Seafield - Leith - North Edinburgh path network link (NCN 76) (C);
- Link from Innocent railway cycle path to Meadows (NCN 1)(A)
- Upgrade link from the Meadows via city centre to North Edinburgh path network (NCN 1 and 75)(C);
- Upgrade link from Union canal to Meadows (NCN 7)(B);
- A90 (and adjacent and connections) to Queensferry and Forth Bridge (A); and
- Routes in the south central Edinburgh area.

(A), (B) (C) = indicative priorities.







## Cycle Friendly City

The Cycle Friendly City programme aims to make travel by bike anywhere in the city convenient and attractive. This will involve provision for cyclists on main roads as well as crossings linking up quieter side roads. In recognition of the multiple pressures in space on the road network, this network will focus on making cycling feel as convenient, safe and comfortable as possible for day to day cyclists (that is commuters, shoppers, anybody going from A to B).

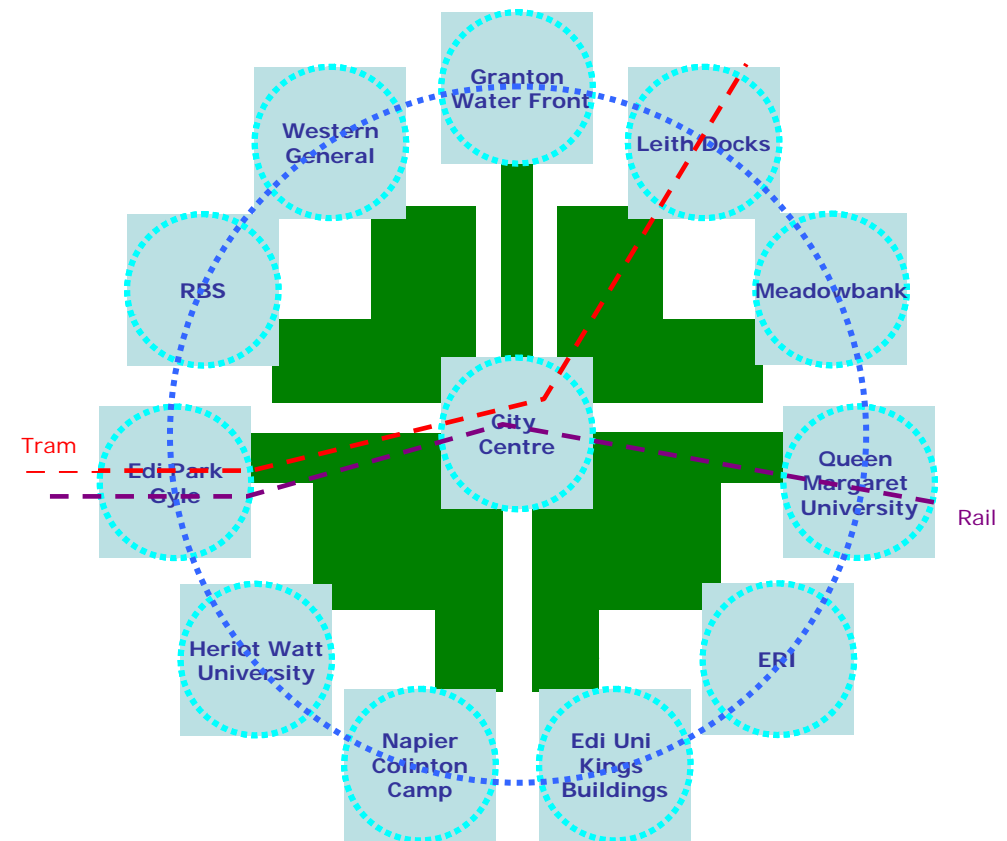
This programme will focus on:

- a) Travel from areas with high cycling potential. These will be defined based on recorded levels of cycling (eg from the Census), potential for trips in the ideal cycling range of roughly 2 - 5km and topography; and
- b) Travel to areas with the greatest potential to generate day to day bike trips. These include:
  - the city centre (especially major transport hubs such as stations);
  - other major centres of employment and activity e.g. Gyle/Edinburgh Park, Leith and Leith Docks, Universities, Royal Infirmary area and the Bio-Quarter;
  - further education institutions, hospitals, Waverley and Haymarket stations and shopping centres; and
  - other potential generators of bike trips including tram stops, suburban rail stations and selected bus stops, primary and secondary schools.

The Cycle Friendly City programme will have two main areas of focus:

- area-wide improvements in the parts of the city with the greatest potential to generate bike trips; and
- upgrading provision for cyclists on the city's main roads.

Appendix F sets out the design philosophy that will be adopted for the Cycle Friendly City programme.



A concept diagram for the Cycle Friendly City network, enabling convenient and attractive access to/from the major trip generators.

## Area-wide improvements

By April 2014 we will implement a comprehensive package of on-street improvements for cyclists in the 'South Central' area of the city. This will include 'Quality Bike Corridor' improvements from the city centre, via both Newington (by end 2011) and Marchmont (by end 2012), to the University of Edinburgh Kings Buildings site and the Royal Infirmary. The Quality Bike Corridors will include on street cycle facilities such as cycle lanes, enhanced cycle parking/loading restrictions and marketing.

The Quality Bike Corridors will be a key part of the 'south central' package. However the aim of creating a part of the city where the bicycle is seen to be an attractive choice for all suitable trips requires more. So other route and junction improvements will also be taken forward. We will also pursue the implementation of a 20mph speed limit in residential streets in a large part of the area, contributing to both real and perceived improvements in safety for cyclists, pedestrians and other road users.

This area based approach will be progressively rolled out to other relevant parts of the city during the course of the plan. At present it is envisaged that the second area of the city for area-wide treatment will be from the centre westwards, followed by the north and northeast.

## Main road provision

We will also review (by September 2011) and upgrade (by April 2013) provision for cyclists on main roads (listed below). Most of these already have extensive bus and cycle priority, but there are gaps in provision.

The review will incorporate an assessment of gaps but also existing standards/quality of provision and their feasibility for cyclists of varying ages and abilities.

### Review and Upgrade Cycle Provision:

- A1 London Road - Willowbrae Road;
- A7 Dalkeith Road - Old Dalkeith Road, A701 Bridges – Liberton Road – Burdiehouse Road and A772 Gilmerton Road;
- A702 Lothian Road - Bruntsfield Place;
- A70 Dalry Road - Slateford Road and A71 Gorgie Road - Calder Road;
- A8 West Coates - Corstorphine Road - Glasgow Road; and
- A90 Queensferry Road, Crewe Road South - Orchard Brae.

Some key corridors currently have little or no cycle provision. By the end of 2012 we will produce outline designs for a forward programme of improvements on these, including the A90 Queensferry Road, Portobello Road, Colinton Road, Morningside Road - Comiston Road and Easter Road.

In order to increase the efficiency and safety of our cycle network, we will review parking restrictions in cycle lanes with a view to enhancing them. We will also continue the programme of installing Advanced Stop Lines at all potential traffic signal approaches.



## One-way streets

Many continental cities, for example Ghent in Belgium, exempt cyclists from most one-way restrictions. In Edinburgh there are already a number of streets where this exemption applies and road closures which cyclists are allowed through. In order to make cycling even more convenient, we will compile and then implement a programme to formally exempt cyclists from all suitable one-way restrictions and road closures.

## Signing and lighting

We will develop a signing strategy so that cyclists are able to follow routes easily and without confusion. The signing strategy will set up principles, guidelines and a work programme for signing our 'Family' and 'Cycle Friendly City' networks and maintenance of these signs. This will be coordinated with other signage strategies in place or under development, to avoid unnecessary clutter or signage overload. We will also carry out a programme of installing lighting on off-road paths.

## Integration with public transport

Improving cycle links, along with provision of cycle parking at rail, tram and bus stations, can allow for combined cycle/public transport trips to replace longer car journeys. We plan to work with the rail industry to introduce 'Station Travel Plans' and 'Safer Routes to Stations', starting with a pilot scheme at Dalmeny station. We will also pilot improving local links to tram stops at Broomhouse and Saughton.

## Cycle parking

### Cycle parking headline actions

Review city centre bike parking by the end of 2010 and upgrade provision by September 2011.

Review suburban shopping centre/high street bike parking as part of network corridor reviews and quality bike corridor development.

Review bike parking at major public destinations including sports centres by September April 2012 and upgrade by April 2013.

Continue programme of installing bike parking in response to requests.

Continue to apply bike parking standards to new developments.

Produce/distribute guidance on cycle parking for tenements/flats by September 2011.

Pilot on-street residential bike parking by April 2013.

Pilot improved bike parking for existing social housing by April 2013.

Research carried out in Edinburgh and elsewhere indicates that a lack of cycle parking can be an important deterrent to cycling<sup>18</sup>. So alongside measures to make the bike journey safer and more convenient we need to take action on cycle parking. For example:

**For work trips** – we will increase the provision of secure cycle parking at work places through supporting workplace Travel Plans, with a focus on areas where we are investing in facilities for cycling.

**At home** – parking a bike in tenement and other flatted housing is often a problem. We will work with others to promote self-help solutions. Spokes are currently developing guidance on this issue. Recognising that self-help will not be able to address all the issues, we will pilot approaches that allow people to store their bikes at ground level, including on street.

**At public transport interchanges** – we will provide or work to secure provision of cycle parking at rail, tram and bus stations to allow people to combine cycle/public transport trips to replace longer car journeys. The Council would like to see the development of one or more 'bike hubs'. Both Waverley and Haymarket Stations are potential locations. We would welcome Scottish Government funding for such an initiative, echoing similar funding for major English rail stations.

Bike Hubs are fully supervised facilities, offering a range of services for cyclists including secure covered parking, cycle hire, information, retail and repair.

**For shopping trips** - cycling is ideal for some shopping trips, for example it is possible to carry more than when walking, and it can be very fast and convenient way to get to local shops. Modern services such as online shopping and home delivery could reduce dependency on cars and, together with an adequate supply of cycle parking, enable increased shorter trips to local shops and markets.

**For higher education trips** – Edinburgh already has a significant proportion of students cycling to college and university sites. Improved secure parking at universities and colleges could encourage more students to cycle. We will work with colleges and universities to increase and improve bike parking, along with promotion and route improvements.

## Maintenance

On-road and off-road cycle provision both rely on good maintenance to be effective.

Most on-road cycle provision involves cycle lanes and Advanced Stop Lines at traffic signals. These use white lines, cycle logos and/or coloured tarmac. Maintenance of these is key to providing safer cycling environment, as well as to promoting cycling by making clear and visible provision for cyclists. We will establish regular programmed maintenance of these facilities, with the highest priority being given to the facilities where safety is considered critical or with the highest levels of cycle use.

Surface quality is especially important for bikes, which have minimal suspension. When reviewing carriageway maintenance priorities we will take this factor into account, increasing maintenance priorities appropriately.

18. Lothian Regional Council, 1995, Lothian Cycling: Tabulations for Households (Public Consultation data analysis), prepared by System Three Scotland.

The dedicated network of footpaths/cycleways also requires maintenance, both of the paths themselves and of the vegetation. We will increase the priority given to the maintenance of all cycleways, with higher priority going to the busiest routes. We will review the winter maintenance regime for cycleways, with a view to increasing the priority given to snow clearance. We will also review the maintenance of verges and vegetation on these off-road routes (including disused railway cuttings and embankments). As part of this review we will consider the potential for innovative approaches, such as involving local communities directly in maintenance work.

### Training, marketing and promotion headline Actions

Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. The plan will also include actions aimed at encouraging increased cycling by secondary age pupils.

Consult schools and school councils in preparing the plan.

Make available increased resource from School Travel Co-ordinators and Active Schools Co-ordinators to support training.

Promote good driver and cyclist behaviour.

Install one or more public display bike counters by September 2011.

Achieve Cycle Friendly Employer status for City Chambers and Chesser House Council sites by April 2012.

Support development of bike share schemes.

## Scottish Cycle Training Scheme (SCTS)

The SCTS is offered to all P6/7 pupils in Edinburgh, although not all schools decide to take it up. The scheme is designed to give pupils the skills and knowledge they need to ride safely and sensibly on the road, helping reduce the numbers of child cyclists involved in crashes on the road. The students learn a variety of manoeuvres on and/or off-road, complemented by cycling theory in the classroom. The scheme is linked to the National Curriculum Framework.

Within Edinburgh, the SCTS is managed by our Active Schools Co-ordinators and currently 25% of school children take part in the scheme. We aim to increase this to 50% by 2013/2014 and 100% by 2016/2017.

## Adult Cycle Training

Many adults cannot cycle, or lack the confidence to do so more often. Training sessions are important to give adults confidence and improve their cycle skills. Training can be done individually or as part of a group. It is important that each session is individually tailored to a person's needs. It can cover issues such as how to position yourself in traffic, discover the best ways to get to work, or for leisure rides. We will promote and if possible support organisations providing cycle training for adults, including for disabled people.

## Cycle Friendly Employer (CFE)

The CFE is a national award scheme, run by Cycling Scotland and supported by the Scottish Centre for Healthy Working Lives, which recognises work undertaken by organisations to encourage their staff to cycle to and at work.

The Council wants to lead by example when it comes to encouraging local businesses to obtain CFE awards. Currently we have achieved the CFE status for our Waverley Court site and will achieve CFE status for City Chambers and Chesser House Council sites by April 2012. As an employer, we have already:

- introduced a bike to work scheme which is still in operation;
- established an allowance for cycling on Council business;
- invested over £60k in active travel facilities such as showers, lockers and cycle parking in Council buildings; and
- supported a number of cycle initiatives including bike breakfasts.

We will encourage our partners to undertake similar measures and work with the Chamber of Commerce to increase uptake of the CFE awards among local businesses.

## Cycle Friendly Schools

This is a national award scheme run by Cycling Scotland that recognises the wide range of work schools do to promote and encourage cycling and to make their schools cycle friendly.

## Sustrans I-Bike Scheme

Sustrans I-Bike scheme works in 12 schools over two secondary school catchment areas: Firrhill Secondary and Portobello High,

to increase cycling amongst children for the school journey and leisure. In addition to an increased level of cycling for the whole school, I-Bike has a particular focus on the following two areas;

- decline in cycling levels as pupils move from primary to secondary and
- differing needs of young boys and girls regarding cycling

The programme is a two-year initiative funded by the cycle industry. We will work with Sustrans to seek to extend the coverage of the scheme.

## Bike share schemes

Bike share schemes have had an important role in changing the perception of cycling in cities where they have been implemented.



A study conducted for the Council concluded that there is a significant level of demand for a bicycle share scheme in central Edinburgh. However it found that the scheme would predominantly attract people already walking, using buses and a small number of car users. Revenue

income is not expected to cover the operating costs of a scheme and the recharged capital costs of installation. Income from advertising/sponsorship revenue could help to make up the funding shortfall but is expected to be minimal in the short to medium term due to the current economic climate.

The Council will support the development of small schemes. For example, we will discuss the potential for bike share schemes with employers at Edinburgh Park and Gyle Business Parks. We will also review the potential for a scheme when the Council's on-street advertising contract is next reviewed.

## Programme of installing Advanced Stop Lines (ASLs)



Since the beginning of the programme in the 1990s, we have installed around 500 ASLs at the city's signalised junctions. ASLs are effective safety measures as well as helping to promote cycling. They are designed to put cyclists clearly into the view of drivers. ASLs

appeared to have improved pedestrian safety at crossings, probably by increasing the separation between crossing pedestrians and waiting motor vehicles.

## Activcity Cycle North

**Edinburgh** is working with children, young people, young women, ethnic minority groups, families and adults from low income groups in North Edinburgh. Initiatives have been designed to raise awareness of cycling generally, displaying the cycling facilities in the local area, increasing people's confidence, building awareness and knowledge about cycling and developing an interest in cycling over the longer term. Each community group or organisation receives cycling information and education tailored to their specific needs and a range of cycling initiatives best suited to them.



**The Spokes cycle map of Edinburgh** is now in its 9th edition, having sold over 80,000 copies since the first edition in 1987 and has helped countless cyclists find their way around this wonderful city. Spokes also publishes cycle maps of East, West and Midlothian which, in addition to helping local people from those areas, contribute to leisure cycling opportunities for Edinburgh residents. Together with its recently published Glasgow cycle map, over 100,000 Spokes maps have been sold in total.



**The Bike Station** is Edinburgh's bicycle recycling and cycling promotion charity. The Charity repairs unwanted bikes and puts them back on the road as well as providing cycle training and bike maintenance training. The Bike Station receives grant from the City of Edinburgh Council in recognition of its role in recycling over 6000 bikes/92 tonnes a year.



The Bike Station works with a variety of partners from the public and private sectors, providing a comprehensive range of services to support and maintain cycling, to create new cyclists and to support others in their efforts to increase cycling. These include:

- cycling promotion
- accredited cycle training;
- bicycle maintenance training;
- bicycle recycling;
- reconditioned bikes;
- workshop facilities; and
- workplace cycling support.



# Targets, monitoring, review

## TARGETS

Our headline Targets include

### Mode share

#### Cycling:

Journey to work: 15% by 2020

All trips: 10% by 2020

#### Walking:

Journey to work: 22% by 2020

All trips: 35% by 2020

## Safety

The Council recently adopted a new Road Safety Plan including the targets to reduce the casualty rate for pedestrians and cyclists killed and seriously injured by 50% by 2020. This means we aim to halve the risk of death or serious injury to an individual making a trip by foot or bike. It is consistent with our commitment to the Charter of Brussels which requires a 50% reduction by 2020 in the risk of cyclists having a fatal collision.

The ATAP has a big part to play in achieving these targets – not least by increasing the number of people cycling and walking.

## Monitoring

Our initial proposals for monitoring are set out in the table below. We will further develop these with the help of Sustrans' Research and Monitoring Unit.

## Review

The ATAP will only retain its relevance and effectiveness if it is regularly updated. A review of the plan will be carried out every two years. Such reviews will measure progress on the actions, and ensure the ATAP reflects current Government and Council policies, as well as the current economic conditions.

## Monitoring

Ref.	Target/Objective	Indicator	Status
1	Cycling Journey to work: 10% mode share by 2015. 15% by 2020 All trips: 5% mode share by 2015, 10% by 2020	Modal share derived from Scottish Household Surveys	2007-08 SHS 2% of all trips, as the main mode 2% of child journeys to school 6% of journeys to work
2	Year on year increase cycle use in the city	Proxy for mode share derived from cycle counters  Cycle use amongst participants in bike promotion schemes  Spokes biannual counts of cycles and other traffic at Forest and Lothian Roads.	No baseline data  No baseline data  2010 Spokes Counts (total no of bikes and % of bikes in total traffic) Lothian Rd NB- 173 bikes (17.9%) SB – 47 bikes (5.9%) Forest Rd NB – 165 bikes (22.3%) SB – 51 bikes (11.2%)
3	Year on year increase in cycle numbers and mode share for travel to Central Edinburgh	Both number and mode share derived from annual counts monitoring of bicycle flows and composition in central Edinburgh, CEPATS	2009 CEPATS 1,327 Total inbound 617 Total outbound 1,944 Total
4	Year on year increase in walking mode share.  All trips : 34.5% by 2015, 35% by 2020 To work: 20.5% by 2015, 21% by 2020	Mode share from Scottish Household Survey  Numbers derived from annual counts monitoring of pedestrian flows and composition in central Edinburgh, CEPATS  Walking amongst participants in promotion schemes	2010: All Trips 34.1%, work 20.1%  2009 CEPATS 17,710 Total inbound 5,761 Total outbound 23,471 Total  No baseline data available

Ref.	Target/Objective	Indicator	Status
5	50% of primary school children provided with cycle training to national standard by 2013-14, 100% by 2016.	% of primary school children take part in the scheme.	25% 2010 SCTS
6	Increasing satisfaction with the cycle and pedestrian environment	% of people stating satisfied and highly satisfied with cycling and walking in Edinburgh, bi-annual attitude surveys.	No base line data available
7	Reduction in cycle theft.	Number of bicycles theft per annum  Source: <a href="#">Lothian and Borders Police</a>	1,705 (solved 10%)  April 2009-March 2010
8	Year on year increase in bike ownership.	Edinburgh households with access to a bicycle	35.5%  SHS 2007-08
9	Increase in percentage of children walking and cycling to school.	Walking and cycling to school measured by the Sustrans Annual Hands Up survey	Walk -54% Cycle – 4% Sustrans Hands Up 2009
10	Year on year increase in health benefits of cycling.	Maximum biannual benefit: total value of reduced mortality due to the level of cycling calculated by using the WHO's Health Economic Assessment Tool.	2010 base year value is assumed to be zero and an accumulative value will be calculated every two years.

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## Abbreviations and notes used in the tables: Council = City Of Edinburgh Council

**Trans** = Transport, City Development

**SfC** = Services for Communities

**C + F** = Children and Families

**Comms** = Corporate Communications. Corporate Services

**Planning** = Planning, City Development

**Parks** = Parks and Ranger service, Services for Communities

**Sus Dev** = Sustainable Development, City Development

## NHS

**NHS HPS** = NHS Lothian Health Promotion Service

**CHP** = Edinburgh Community Health Partnership

## OTHERS

**Spokes** = The Edinburgh Cycle Campaign

**CTC** = Cyclists Touring Club

**LBP** = Lothian and Borders Police

**UoE** = University of Edinburgh

**NP** = Neighbourhood Partnerships



## Appendix A: Joint actions details

	Action	Time	Lead	Partners
	<b>Co-ordinating the Active Travel Plan</b>			
J1	Set up a co-ordinating group for active travel initiatives.	S	Trans	Relevant Stakeholders
	<b>Design, audit and training</b>			
J2	Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists by April 2012.	S	Trans	Sustrans research and monitoring unit
J3	Produce (revised) design guidance for walking and cycling, taking into account the 'Designing Streets' philosophy and 'Cycling by Design' by end 2011. The new guidance may be in the form of stand-alone documents, or integrated with existing guidance, such as the Edinburgh Standards for Streets.	S	Trans	Planning, SfC,
J4	Train practitioners using design guidance.	S-L	Trans	Sustrans, Living Streets, Cycling Scotland
	<b>Priority corridors and areas</b>			
J5	During 2010 and 2011, use relevant information to further develop priorities for investment in pedestrian priority and for maintenance of footways, footpaths, cycle lanes and cycle tracks. (See Walking and Cycling Actions for proposals relating to using the above prioritisation).	S	SfC	Trans, Sustrans

	Action	Time	Lead	Partners
	<b>Network Development</b>			
J6	By April 2011 set up an Internet-based system for members of the public to report /identify 'missing links' or other proposals for improving the walking and cycling environment.	S	SfC	Trans, Sustrans
J7	Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning.	S	Trans	Planning, SfC, Living Streets, Sustrans, Spokes
J8	Work with Royal Park to improve conditions for cycling and walking.	S-M	Council	
J9	Subject to discussions with Lothian and Borders Police and the Scottish Government, introduce a pilot area-wide 20mph speed limit in part of suburban Edinburgh by April 2012. Monitor and evaluate and, if appropriate, roll out more widely.	S	Trans	
J10	Work to increase enforcement of Planning Conditions with regard to walking and cycling.	S-M	Planning	
J11	Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property and University of Edinburgh sites.	S-L	NHS (HPS; CHP), UoE	
J12	Based on the best practice elsewhere and experience with pilot pedestrian/cycling audit, develop and review an auditing tool to assess streets/public spaces for the provision of walking and cycling facilities.	S	Trans	SfC, Living Streets, Sustrans
	<b>Maintenance</b>			
J13	Seek to ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.	S	SfC	

	Action	Time	Lead	Partners
J14	Improve maintenance reporting through a web application.	S	Trans	
	<b>Schools</b>			
J15	Continue Safe Routes to School programme.	Ongoing	Trans	Sustrans
J16	Continue developing sSchool Travel Plans, with targets for increasing walking and cycling levels.	Ongoing	Trans	Sustrans
J17	Continuation and expansion of Sustrans' I-Bike Scheme	Ongoing	Sustrans, Bike Hub	Trans
J18	Incorporate cycling/walking issues/activities into Curriculum for Excellence.	S-M	C+F	
	<b>Marketing, promotion and signing</b>			
J19	By April 2011 Produce an Active Travel Communication Strategy to coordinate marketing and promotion initiatives - see below for likely contents. The Communication Strategy will be taken forward under a unified brand.	S	Trans	
J20	Take opportunities to promote walking and cycling organise scheme openings; <ul style="list-style-type: none"> <li>• promotional events eg North Edinburgh Cycling, Bike Station, We love Leith;</li> <li>• support local initiatives;</li> <li>• review opportunities for ensuring mainstream budgets are applied to address inequalities through promoting active travel; and</li> <li>• review opportunities presented by new and different funding streams; eg Climate Challenge Fund.</li> </ul>	S-M	Trans, SfC, HWL, NHS, All	Sustrans, UoE
J21	Promote cycling and walking for travel, physical activity, recreation and health.	S-L	Council , NHS	UoE, Cycling Scotland
J22	Continue 'Better way to work' scheme and seek funding to continue.	S	Bike Station	

	Action	Time	Lead	Partners
J23	Promote active travel in workplaces/travel plans.	S-L	Trans	
J24	Modify website to promote walking and cycling more effectively.	S	Trans	
J25	Promote health benefits of cycling and walking for all abilities.	Ongoing	NHS	SfC, Sustrans
J26	Corridor or destination based promotion, focussing on corridors where other improvements are being undertaken.	Ongoing	Trans	
J27	Undertake Personal Travel Planning schemes, subject to securing external funding.	S-L	Trans	Sustrans
J28	Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas.	S-L	Lothian (HPS; CHP)	SfC, Paths for All
J29	Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths.	S-M	Trans/SfC	
	<b>Monitoring and review of ATAP</b>			
J30	Review and assess ATAP actions.	S/M/L	Trans	Sustrans
J31	Monitor ATAP outcomes through indicators, including public satisfaction.	S/M/L	Trans	Spokes
	<b>Seeking legislative change</b>			
J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	Living Streets, Trans	
J33	Encourage Scottish Government to seriously consider reducing the default urban speed from 30mph to 20mph.	S	Council	



## Appendix B: Walking actions details

	Action	Time	Lead	Partners
	<b>Priority corridors and areas</b>			
W1	Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	S	Trans	SfC, Planning
W2	Based on identified priority corridors and areas develop a prioritised list of pedestrian corridor/area improvements by the end of 2011 (see map 1 and Joint action 4).	S	Trans	SfC, Planning
W3	Based on identified priority corridors and areas, review prioritisation of footway maintenance with a view to increasing the priority for maintenance of heavily used routes by the end of 2010.	S	SfC	Trans
W4	Review frequency of inspections of the highest priority routes by end 2011.	S	SfC	
	<b>Integration with public transport</b>			
W5	Based on the audits of routes to Saughton and Broomhouse tram stops carry out improvements to the pedestrian routes to these stops in time for the opening of the tram.	S	Trans	
W6	Audit other tram stops and improve pedestrian routes to/from these.	M	Trans	SfC
W7	As part of any major re-development in the Haymarket area, review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points.	S-M	Trans	
W8	As part of any city centre public realm/pedestrian priority project, review and upgrade pedestrian and cycle access to Waverley Station.	M	Trans	Planning, Network Rail, Transport Scotland

	Action	Time	Lead	Partners
W9	By April 2012 produce a priority list of bus stops for improved access (ie routes to and from the stops) and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards.	S-L	Trans	
W10	Take forward a footway parking ban when possible.	S-L	Trans	
	<b>Crossings and junctions - General</b>			
W11	Continue to provide DDA compliant dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects.	Ongoing	SfC	
W12	Set up a process for reporting missing dropped kerbs/identifying priority new dropped kerbs by the end of 2011.	S	SfC	Trans
W13	Implement identified new dropped kerbs.	S-L	SfC	NP
W14	Continue the programme of pedestrian crossings installations, including zebras, islands and build outs. During 2010/11 new puffin crossings are proposed for Bellevue, Gilmerton Road, Dalry Road, Dundas Street, Drumbrae Drive and Lasswade Road.	Ongoing	Trans	
W15	Examine usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Ongoing	Trans	C+F, SfC, Living Streets, Access Panel
W16	Review all major junctions and assess the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges.	Ongoing	Trans	SfC, Living Streets, Access Panel

	Action	Time	Lead	Partners
	<b>Crossings and junctions - Traffic signalled junctions</b>			
W17	Review all pedestrian phases and crossing clearance times in accordance with current best practice.	Ongoing	Trans	
W18	Continue to add pedestrian phases to traffic signalled junctions.	Ongoing	Trans	
W19	Develop an Urban Traffic Control (UTC) strategy/action plan to increase provide priority to pedestrians at traffic signals (eg pedestrian phase delivered at next signal stage at quieter times of day). Pilot at one or more junctions by the end of 2011. Apply similar principles at stand-alone traffic signals.	S	Trans	
W20	Pilot a formal 'X' crossing at one or more junctions by 2013. Extend if successful.	M	Trans	
	<b>Tackling footway obstructions</b>			
W21	Based on experience elsewhere, develop a process for review and removal of guardrailing in Edinburgh by April 2011. Apply to both reviewing existing and installing new guardrailing. Provide cycle parking if the removed guardrail was useful as/used for cycle parking.	S	Trans, Planning, SfC	
W22	Building on the experience of a pilot on George Street and in other councils, further develop a 'de-cluttering decision maker' tool by April 2011.	S	Trans, Planning, SfC	
W23	Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement by end of April 2012.	S	Trans, Planning, SfC	
W24	Introduce 24 hour waiting and loading restrictions at all pedestrian crossing points, junctions and playground/park entrances within the Controlled Parking Zone by 2015.	M	Trans	
W25	By April 2012 set up a process to make it easier to request new, or extended, parking and loading restrictions at junctions.	S	Trans, SfC	

	Action	Time	Lead	Partners
	<b>Signing</b>			
W26	Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.	S	Trans, C+L, Planning	Sustrans, Essential Edinburgh, UoE
W27	Following the review of signing and wayfinding, enhance and upgrade pedestrian signing.	S	City Dev, SfC, C+L	Sustrans, Essential Edinburgh, UoE
	<b>Marketing and promotion (see Joint actions)</b>			
W28	Implement active travel communications strateg. See below for likely contents relating specifically to walking.	S-M-L	Trans	Sustrans
W29	Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking.	S-M	Trans, SfC, NHS	Employers, UoE
W30	Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website to promote safe walking and cycling practices.	S	Trans	SfC
W31	Support school based campaigns to encourage walking, for example 'Go for Gold'.	?	Trans	Sustrans
W32	Promote, support and develop health walking schemes across the city, particularly in deprived areas, funding permitting.	S-M	NHS, SfC	Paths for All
W33	Continue to promote parks, greenspaces and paths to these areas.		Parks/ SfC	NHS
W34	Publicise walking routes and paths that are particularly suitable for disabled people.	S	Ed Access Panel and Fieldfare trust	



## Appendix C: Cycling actions details

	Action	Time	Lead	Partners
	<b>Network Development - 'Family' Network</b>			
C1	Produce outline proposals for all routes to enable input to Planning process and other projects.	S	Trans	Sustrans
C2	<p>Fill key gaps in core/national cycle network routes and link network to key destinations by April 2014:</p> <ul style="list-style-type: none"> <li>• Union Canal to Princes Street, Rose Street and Royal Mile (NCN 75);</li> <li>• Roseburn (end of North Edinburgh rail paths) to Princes Street, Rose Street and Royal Mile (NCN 1);</li> <li>• Union Canal to North Edinburgh path network link (NCN 1 to NCN 75);</li> <li>• link to Roseburn from Carrick Knowe cycleway and Edinburgh Park-Broomhouse-Stenhouse tram parallel cycleway;</li> <li>• link to Edinburgh Zoo from Carrick Knowe cycleway;</li> <li>• links from North Edinburgh rail paths network to East (from Warriston-NCN 75) and West (from Craighleith - NCN 1) gates of Botanic Gardens;</li> <li>• Granton rail path to Cramond promenade;</li> <li>• Portobello - Seafield - Leith - North Edinburgh path network link (NCN 76);</li> <li>• link from 'Innocent' railway cycle path to the Meadows (NCN 1);</li> <li>• upgrade link from Meadows via city centre to North Edinburgh path network (NCN 1 and 75);</li> <li>• upgrade link from Union canal to Meadows (NCN 7); and</li> <li>• A90 (and adjacent and connections) to Queensferry and Forth Bridge.</li> </ul>	S-M	Trans	Sustrans

	Network development - Cycle Friendly City			
C3	By April 2014 implement a comprehensive package of on-street improvements for cyclists in the 'South Central' area, including corridor improvements from the city centre, via both Newington (by end 2011) and Marchmont (by end 2012), to the University of Edinburgh Kings Buildings site and the Royal Infirmary. Complement these improvements with improved cycle parking and marketing. Review the options for rolling out these measures to other areas and draw up a programme for this rollout.	S-M	Trans	Sustrans
C4	<p>Review (by end 2011) and upgrade (by April 2014) provision for cyclists on main roads:</p> <ul style="list-style-type: none"> <li>• A7 Dalkeith Road - Old Dalkeith Road;</li> <li>• A701 Bridges – Liberton Road – Burdiehouse Road;</li> <li>• A772 Gilmerton Road;</li> <li>• A702 Lothian Road – Bruntsfield Place;</li> <li>• A70 Dalry Road - Slateford Road;</li> <li>• A71 Gorgie Road - Calder Road;</li> <li>• A8 West Coates - Corstorphine Road - Glasgow Road;</li> <li>• A90 Queensferry Road, Crewe Road South – Orchard Brae; and</li> <li>• A1 London Road – Willowbrae Road.</li> </ul> <p>This work to include review of parking restrictions in cycle lanes and assessing filling missing links and improvements at junctions.</p>	S-M	Trans	Sustrans
C5	<p>Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road. Minimum standards for QBCs include:</p> <ul style="list-style-type: none"> <li>• good on-road provision;</li> <li>• parking;</li> <li>• marketing – destination and catchment;</li> </ul>	S-L	Trans /Comms and Employers	Sustrans

C6	Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts.	S-M	Trans	
C7	Implement, sign and promote suitable cycle alternatives to the tram route.	S	Trans	tie
C8	Introduce advance cycle detection at signalled cycle and toucan crossings.	S-L	Trans	
C9	If feasible, pilot the introduced an advance cycle phase to give cyclists an early green light at one or two key junctions.	S-L	Trans	
C10	Develop reporting system for traffic signals that fail to detect cyclists and implement remediation programme.	S-M	Trans	
C11	Compile programme of exemption of cyclists from one-way restrictions by September 2011 and implement programme by April 2014.	M-L	Trans	
C12	Carry out a programme of installing lighting (LED and conventional) on off-road paths.	S-L	Trans	
C13	By 2012 implement a programme to modify kerbs at entry and exit points of cycleways and shared paths ensuring they are flush, free of obstructions (for bikes, trailers and tandems) and clearly marked.	S	Trans	
C14	Install 50 additional advanced stop lines per year until all potential traffic signal approaches have this facility.	S-M	Trans	
C15	Review and upgrade parking/loading restrictions in existing cycle lanes.	S-M	Trans	
C16	Improve surface and drainage of Water of Leith Walkway.	S	Trans	
C17	Consider the potential for using on-road segregated cycle tracks.	S-L	Trans	
	<b>Network Development - General</b>			
C18	Review accesses to the North Edinburgh path network and, funding permitting, implement improvements.	S	Trans	Sustrans

C19	Produce a signing/wayfinding strategy and programme.	S	Trans	Parks, Sustrans
C20	Sign network according to the signing/wayfinding strategy.	S-M	Trans	Parks, Sustrans
C21	Introduce a presumption against relaxing parking regulations that protect any cycle facility.		Trans	
<b>Maintenance</b>				
C22	Institute regular prioritised and programmed maintenance of cycle lanes and advanced stop lines, (white lines, cycle symbols and coloured surfacing). Also of cycle signing.	S	SfC	Trans
C23	Increase priority of maintenance of surfaces, vegetation and lighting on off-road routes including non-adopted paths and winter maintenance.	S	SfC	Trans
C24	Encourage greater community involvement/'ownership' of the off-road cycle path network and strengthen volunteer involvement in maintenance (rangers etc).	S	SfC	Trans, Sustrans, Spokes, Greener Leith , other volunteer groups
C25	Create a function/application on website to report abandoned bikes.	S	Trans	
<b>Cycle Parking - On-street</b>				
C26	Review and upgrade city centre cycle parking by 2012.	S	Trans	Sustrans
C27	Carrying out a programme of reviewing and upgrading "town centre" bike parking.	S-M	Trans	Sustrans
C28	Continue programme of installing bike parking on request.	Ongoing	Trans	
<b>Cycle Parking - Major destinations</b>				
C29	Review and upgrade cycle parking at major destinations eg cinemas, festival venues, hospitals sports centres, libraries, other Council facilities.	M	Trans	

C30	Continue to apply bike parking standards to new developments. Monitor and enforce their detailed implementation.	Ongoing	Trans	
	<b>Cycle Parking - Employers</b>			
C31	Provide bike parking best practice information to employers.	S	Trans, Bike Station	
	<b>Cycle Parking - Residential</b>			
C32	Produce/disseminate guidance on cycle parking for tenements/flats.	S	Spokes	Trans
C33	Pilot on-street residential bike parking.	S-L	Trans	Residents, Spokes
C34	Funding permitting, pilot improved bike parking for existing social housing.	S-M	Trans	Housing, Housing Associations
	<b>Schools and training</b>			
C35	Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children from P6 onwards receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. The plan will also include actions aimed at encouraging increased cycling by secondary age pupils dependant on availability of resources and mandate.	S	C+F	
C36	Funding permitting, promote cycle training to Head Teachers and School Councils.	S	C+F	Trans, NHS
C37	Support School Councils in implementing cycle training.	M	CEC C+F	Trans, cycle training providers



C38	Develop and deliver appropriate measures to ensure higher numbers of teenagers' cycle.	M	C+F	Sustrans, CTC Cycling Scotland, Scottish Cycling, Bike Station
C39	Support after school bike clubs.		CTC Bike Clubs	Scottish Cycling, Bike Station
C40	Incorporation of cycling/walking issues/activities into curriculum for excellence – physical activity, sport and health.	S-M	C+F	
C41	Support Lothian and Borders Police's bike theft prevention schemes eg bike register scheme to reduce bike theft in the city.	S-L	LBP	Trans
	<b>Marketing and promotion - see joint actions</b>			
C42	Implement measures in the active travel also communications pla. These are likely to include actions listed below:			
C43	Promote good driver, cyclist and pedestrian behaviour to reduce conflict between road and path users (including professional drivers and driving instructors).	S-L	Trans	Operators
C44	Promote/support adult cycle training (eg through website).	S	Trans	Bike Station, UoE
C45	Promote/support led rides.	S	Bike Station/ Changing Pace Sustrans	UoE
C46	Install one or more public bike counter(s) at prominent locations.	S-M	Trans	Spokes
C47	Continue production, updating and distribution of Explore Edinburgh by Bike leaflets.	Ongoing	Trans	

C48	Continue production, updating and distribution of the Edinburgh Cycle map and cycle maps of the Lothians council areas (providing leisure opportunities for Edinburgh residents).	Ongoing	Spokes	UoE
C49	Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation.	S	Trans	LBP
C50	Raise awareness of bike recycling and the role of the Bike Station.		Bike Station / Comms	UoE
C51	Work with tourist/accommodation agencies to ensure that visitors are made aware of cycling opportunities (maps, bike hire, etc) as a standard part of the accommodation /tourist package.	S-L	Trans	Spokes
C52	Support and promote Cycling Scotland's Pedal for Scotland event.	S-M-L	Cycling Scotland	Council
C53	Support local and national cycle promotion initiatives including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Cycle Friendly Employer Scheme, A better way to work.		CS/Bike Station/Etc	Trans, UoE
	<b>Community cycling initiatives</b>			
C54	Support Community bike clubs/workshops.		NHS HPS; CHP	ChangingPace, Bike Station, CTC, SfC
C55	Develop new programmes to increase demand and uptake of cycling, particularly in deprived areas.	S-L	NHS HPS; CHP	Bike Station, SfC
	<b>Leading by example</b>			
C56	Achieve Cycle Friendly Employer status for major Council and University of Edinburgh sites.		Sus Dev, UoE	

C57	NHS Lothian to promote BikeBUDI scheme to its staff.		NHS (see next column)	(NHS HPS; CHP; Transport and Travel Manager)
C58	Cycle safety working group of key stakeholders to meet twice yearly to discuss incident data analysis and agree relevant interventions including awareness raising/enforcement/training.		Trans	C+F, Spokes, CTC
	<b>Integration with public transport</b>			
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs.	Ongoing	Trans, ScotRail	Transport Scotland
C60	Introduce 'Station Travel Plans' / 'Safe Routes to Stations' – Pilot scheme at Dalmeny station.	M	CEC Trans	Network Rail, Transport Scotland
C61	Seek/ support a pilot bus bike carriage scheme for an appropriate urban-rural route.	M	Trans	
	<b>Bike share</b>			
C62	Support development of small-scale bike share schemes.	M	Trans	Various potential, Essential Edinburgh, Bike Station,

# Appendix D: The charter of Brussels, Velo-City 2009

Undersigned cities commit themselves:

- a) To set a target of at least 15% for the share of cycling in the modal split of trips for the year 2020 and of further growth if this target already achieved
- b) To set a target of – 50% for cyclists running the risk of having a fatal accident for the year 2020
- c) To work on a bicycle parking and 'anti bicycle theft policy'
- d) To participate in and to set up projects to increase cycling to school and work
- e) To contribute to more sustainable tourism by investing in measures to improve and to increase bicycle tourism
- f) To cooperate closely with the bicycle user organisations, the bicycle retailers organization and the bicycle industry organizations and other stakeholders as the police, consultants and expertise centres, architects and builders of infrastructure to achieve the targets, and call upon all other European cities to follow our example.

This city, together with all the other cities signing this charter, call upon the European Commission and the European Parliament:

- a) To set a target of at least 15% for the share of cycling in the modal split of trips in Europe for the year 2020
- b) To establish the post of European Bicycle Officer in the administration of the European Commission
- c) To create a parliamentary intergroup 'Cycling' in the European Parliament
- d) To put adequate budgets at the disposal of European programs for the financial support of cities and NGOs promoting cycling in Europe.

Furthermore, the signers of this charter call upon all authorities worldwide, at all levels to strongly promote cycling and to incorporate cycling into all areas of policy (health, spatial planning, city management, economy, mobility and traffic, leisure, sports, tourism).



# Appendix E: Design approach for the family network

The Family Network will consist of predominantly quiet roads and off-street paths, aimed at feeling safe and secure for less confident cyclists including family groups and older unsupervised children. Routes on the Family Network will aim for the similar standard as the Sustrans National Cycle Network. The following text is therefore adapted from the Sustrans National Cycle Network Design Guidance.

## Safety

Safety for cyclists is largely dependent on the flow and speed of motor traffic. At low flows and low speeds, cyclists and motorists can share road space with no significant danger. As flow or speed increases conditions become increasingly unpleasant and dangerous, requiring measures to reduce motorised traffic. The designer must judge whether traffic speed and/or flow can be satisfactorily reduced by remodelling links and junctions, or demand management measures, or whether cyclists will benefit from segregation.

The designer should bear in mind that the inexperienced cyclist or family group will benefit from separation from motor traffic at lower speeds and volumes than the experienced cyclist. A preliminary route survey should therefore assess the

safety of links and junctions and the scope for safety improvements. Route alignment is also crucial, for example, a cyclist will generally feel safer in turning right onto a major road and then left off it, rather than the other way around.

Equally important is the safety and convenience of other non-motorised travellers, especially walkers and wheelchair users, who may be able to benefit from the development of a particular part of the Family Network. Careful discussion will help to fine-tune the proposals for maximum benefit to all.

Good design of segregated routes should also take into account the personal security of the user with good sightlines, lighting where appropriate and the provision of a spacious and inviting environment where the traveller can feel at ease. It should be remembered that popular and well-used routes generate their own informal surveillance which helps to give confidence to diffident users.

## Coherence

The key characteristic of a successful route is its continuity of design, of standard, of signing and most particularly at junctions and crossings. Until now many cycle routes, elsewhere and in Edinburgh, have been fragmented at these vital points, compromising their attractiveness to cyclists. The Family Network will give a high priority to providing effectively and safely for cyclists at these points.

In order to maximise its usefulness, the Family Network needs to link seamlessly to Cycle Friendly City routes and other roads used by cyclists. Good links to public transport, particularly rail, are also very important, both for long-distance cycle carriage and for bike/train commuters.



## Attractiveness

A Family Network route has the function of convincing the public that cycling is a pleasurable experience, as well as a safe, convenient, attractive and healthy one. To this end it should pass interesting places, including major tourist attractions, and its route should give a variety of views and experiences.

In some cases landscaping measures will be appropriate (forexample avenue tree planting).

Off-road routes in urban areas are likely to be lit, but consideration should also be given to the way in which traffic-free paths can act as wildlife corridors and fingers of countryside running right into the town.

In rural areas thought should be given to routes offering winter and summer options - the latter being off-road routes which are perfectly serviceable in summer and perhaps more interesting from the tourist point of view than the minor road alternative. The latter can be used in wet weather when the former routes are impassable.

Cycling is a social activity and where possible, provision should be made for cyclists to travel two abreast. However, in recognition of the constraints of the UK built environment this may not always be possible in urban areas.

## Comfort

Paths for pedestrians and cyclists should be built of materials which remain hard and serviceable throughout the year. They

should be laid to a camber or cross-fall to give proper drainage and a smooth riding surface.

Junctions should be convenient and easy to understand, and the cyclists passage across major roads simplified. Long uphill sections should be free from motor traffic wherever possible, and routes adjacent to main roads, with their fumes and noise, should be minimised.

## Directness and convenience

Where the Family Network forms a useful link for utility cyclists (commuters, shoppers, students, school pupils), it should aim to be shorter and quicker (or at least as short and quick) than the comparable route for motorists, in order to encourage the public to cycle. This may be achieved by a combination of short cuts for cyclists, junction improvements and cycle priority, together with traffic calming and restraint measures.

Key measures include:

- gaps in street closures;
- contra-flow lanes;
- cycle access into false one-way streets;
- advance stop lines;
- turns at junctions permitted only to cyclists; and
- routes through the pedestrianised core of the town.

A route that takes the least hilly route is much more important for cyclists than for motorised traffic or pedestrians – sometimes a longer, less hilly route can be both faster and more pleasant on a bike.

For cyclists to achieve convenient door to door journeys the routes must give easy access to the entrances of tourist attractions, places of work, shops, etc. Good quality and highly visible cycle parking will be needed, located within or immediately outside such destinations; such as at railway stations, there may be a requirement for secure long-term cycle parking.

Where a section of the network is more generally used for leisure and recreation, the attractiveness of the route and its qualities of freedom from traffic and avoidance of unpleasantly steep hills may be more important criteria than directness.

Unduly circuitous routes should be avoided however, especially where the route could be considerably shortened by implementing a crucial new feature or measure.

# Appendix F: Design approach for the cycle friendly city programme

The Cycle Friendly City programme will aim to provide effective connections by bike to generators and potential generators of cycle traffic. The emphasis will be on connections to the most important generators, for example the city centre, other major centres of employment, major university sites and major hospitals

The programme will seek to provide a choice of connections to these destinations:

- a) Routes via the most direct, physically easiest, routes, often main roads. The programme will aim to make these as cycle-friendly as possible. This is likely to involve consideration of:
  - Bus lanes
  - Cycle lanes
  - Provision for cyclists at junctions, especially the busiest junctions.
  - Traffic reduction and speed limits.

- b) Alternative connections to cater for less confident cyclists. These should as much as possible avoid on-carriageway cycling on main roads. They should conform as well as possible to the criteria of the family network. There is likely to be a considerable degree of coincidence between these routes and the family network.

On the family network route coherence is of the utmost importance. A single 'missing link' can seriously undermine the effectiveness of an entire route. The cycle friendly city programme will also strive for route coherence, but in some circumstances other factors (generally involving provision for other road users) may mean that sub-optimal sections for cyclists need to be accepted.

# Appendix G: Stakeholder consultation

## Consultation Workshop

We held a workshop on 27 April 2010 to obtain the views of those stakeholders who were not part of the Project Board.

After a presentation on aims, objectives and the progress of the Action Plan, the stakeholders were invited to comment on a draft list of joint, walking and cycling actions and were asked to develop a series of actions for possible inclusion in the Plan. Organisations attending this workshop included:

### External

- ChangingPace
- tie Ltd
- RNIB
- NHS Lothian
- Cycling Scotland
- Lothian and Borders Police Road Safety
- Lothian and Borders Police Crime Prevention
- Lothian Buses
- Essential Edinburgh
- Scottish Cycling
- University of Edinburgh
- Bike Station / Better Way to Work
- Cycling Touring Club

- Spokes
- SDG representing Activcity Cycle North Edinburgh
- MACS
- Scottish Government, Sustainable Transport
- Living Streets Scotland Edinburgh Access Panel
- Transform Scotland
- Paths for All
- Cockburn Association

### Internal CEC attendees

- Council Transport
- Council Planning
- Council Services for Communities Health, Improvement and Diversity
- Council Services for Communities, Road Services
- Council Children and Families

### Draft action plan consultation

We also asked the Stakeholders their views and comments on the Draft Active Travel Action Plan between 25 June and 25 July 2010. In addition to the organisations listed above we also received comments from:

- Sustrans
- Council Services for Communities, Parks
- Council Services for Communities, Lighting

We also received comments from a small number of individuals.