***Contribution of Urban Design to the delivery of Active Travel:***

***Does the Edinburgh Quality Bike Corridor enable people to cycle***

***more safely and more often?***

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Declaration:

I hereby confirm that this dissertation is my own work.

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Signature Date

# DECLARATION

I Elena Hodgekins confirm that this work submitted for assessment is my own and is expressed in my own words. Any uses made within it of the works of other authors in any form (e.g. ideas, equations, figures, text, tables, programmes) are properly acknowledged at the point of their use. A full list of the references employed has been included.

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**Abstract**

This paper explores the influence of cycle infrastructure design on Active Travel rates. Active Travel has emerged as a part of the solution to a much needed Sustainable Transport infrastructure. Research states the influence of urban planning on travel attitudes, and Scottish policy supports planning intervention as a tool to improve levels of cycling. The City of Edinburgh Council has committed 5% of its budget to Active Travel. Research could give an indication of the effectiveness of the investment in the Quality Bike Corridor in getting people cycling more safely and more often. The infrastructure improvements were measured against a criteria established from cycling design principles guidelines.

Improvements according to the criteria were measured via primary research: observation, and a set of two surveys, which were taken respectively by 88 and 15 people. Results showed the effect of design implementation, giving emphasis on safety as this is considered crucial in attaining higher levels of cycling. The results show that the design improvements have increased cycling rates as well as perceived levels of safety amongst respondents. However, only 13.2% of those surveyed cycle *occasionally* or *never*.

Both design principles and user (and potential user) findings established higher potential for Active Travel to increase modal share. Further research could contribute to better designed facilities than those in the Quality Bike Corridor, if other improvements are to be made in Edinburgh's cycle network.

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