

SPOKES

The Lothian Cycle Campaign

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To: localdevelopmentplan@edinburgh.gov.uk

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Edinburgh Local Development Plan - response by Spokes to Main Issues Report Consultation

In general we agree with the response made on behalf of CTC Lothians. We associate Spokes with these comments, and will not repeat them in detail. However we wish to amplify and add some points

Q 1 (Aims) We believe that **containing and reducing the need to travel** should be a **specific stated aim of the plan**. This fits in with many national policies (SPP) and carbon reduction targets, and this section should emphasise the role of active travel in furthering the advancement of these policies. It should also state the government's target of 10% of all trips by bicycle by 2010 and Edinburgh's Charter of Brussels and ATAP (Active Travel Action Plan) targets.

Q2 (Housing) We agree that brownfield sites should be given priority over greenfield and that the latter should only be used when all available brownfield development sites have been used. However we recognise that housing may have to be provided on some greenfield sites and this is preferable on certain designated areas within Edinburgh, for demand within the city, than on car-based developments beyond the greenbelt in other parts of the SESPlan area.

Q6 Leith Docks should be used to the maximum extent and especially as the major source of brownfield housing land.

Q9 (Developer Contributions) We strongly support the present system of developer contributions. Given that congestion and accessibility for active modes of transport are often wide ranging, the contributions should be as loosely tied to the site of the development as possible. Contributions should be targeted towards links to and provision of the ATAP networks, both onroad and offroad - see Q16 below.

Q10 (Offices) We would support the preferred option with "... and active travel" inserted after "...public transport" in bullet point 3

Q15 (Green belt) We would not support the deletion of the Royal Elizabeth Yard from the greenbelt. If this area were to be released from its present use it should not be available for housing but should be returned to greenfield. Otherwise we support the preferred option as the same argument applies to buildings in the reasonable alternatives scenario.

Q16 (Green Network) We strongly believe this should be linked to general pedestrian and cycle networks as outlined in the Active Travel Action Plan. This section should therefore be wider than just green space and green networks – the majority of cycle journeys are and probably always will be onroad, and indeed the offroad green network hardly covers much of east and south Edinburgh. Specifically, references should be made to the ATAP Family Network and Cycle Friendly City network; and to reinforce this the proposed Family Network map (page 23 of ATAP) and the Cycle Friendly City concept diagram (page 25 of ATAP) should be reproduced in the LDP.

Q18 (Carbon reduction) This section doesn't mention transport, yet transport makes a major contribution to carbon, as recognised in the government's RPP document, *Low Carbon Scotland*. This section must include transport and emphasise the role of public transport and active travel in achieving targets

We trust that the document as amended will result in a forward looking and sustainable LDP

Sandy Scotland, Coordinator of Spokes Planning Group