

SPOKES *The Lothian Cycle Campaign*

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We believe that the top cycling priorities for the Scottish Government should be...

- ◆ **Moving more effectively and speedily towards its 2020 goal of 10% of all trips by bike.** We note that this goal (or 'vision') is not only a transport policy aim (in the *Cycling Action Plan for Scotland*, CAPS) but is also a 'milestone' in *Low Carbon Scotland* (the RPP document) and is embedded in the government's *strategy to combat obesity*. We believe that the single most essential measure for achieving this goal is...
- ◆ **Ensuring that road conditions are, and feel, safe and welcoming for making everyday trips to work, shops, school and leisure by bike.** In this way more cycle use should be encouraged, whilst at the same time reducing cycle casualty rates – and ideally absolute casualty numbers.

Spokes supports the points made in today's CTC Scotland briefing document, all of which deserve due attention. However, we also believe, as above, that the *greatest priority for action* must be making road conditions feel and be safe and welcoming for everyday trips by bike.

3-POINT PLAN FOR URBAN AREAS

Therefore, and on the basis of our experience over the years in Edinburgh, and of research, we propose the three-point plan below for urban areas [Spokes has little experience of rural areas, though the casualty statistics suggest a strong case for lower speed limits on rural roads].

- ◆ **Maximum 20mph in all residential and shopping areas.** This is an increasingly understood, accepted, concept, with welcome implementations or trials already in many towns. Unfortunately even modest through-roads are often exempted – these should normally be included if useful to pedestrians/cyclists.

However, less often discussed is the vital question of the more main 30mph/40mph roads, particularly those from suburbs to town/city centres. We note that 3 of the 4 cyclist deaths in Edinburgh in the last 12 months have been on such roads – i.e. not on roads likely to be granted 20mph zone status. Furthermore, many cyclists use these main roads, and more will do so as cycle use grows, as they form direct connections from residential areas to essential destinations, whereas side-road/offroad routes for cyclists are often circuitous. *We therefore also propose the following two further measures...*

- ◆ **Maximum 30mph on all main urban roads (except clearways).**
- ◆ **Cycle facilities on all 30mph urban roads, and on 20mph where appropriate.** In order to make cycle use safer and more attractive on main roads, well-designed cycle facilities are essential. Surveys of both occasional cyclists and non-cyclists overwhelmingly suggest that cycle facilities would encourage them to cycle more, and Edinburgh's experience over the last 10-20 years (with growing coloured/visible onroad facilities as well as growing offroad routes) has backed this up. **However public demand and European experience all suggest the need to trial and experiment with European-style physically segregated onroad routes for such roads.** Whilst Edinburgh's existing highly visible coloured onroad lanes and ASLs have undoubtedly brought growing cycle use, it seems likely that well-designed segregated routes would be even more effective, as well as safer (if carefully designed at junctions). ***Demand for such routes is particularly high amongst women***, who are under-represented as cycle users, and whose increased participation is therefore important to meeting the government cycle-use objective.

To achieve this plan for more and safer cycling, major effort by central and local government is needed. This includes a *shift of funding priorities within transport at central and local levels*. Edinburgh has shown the way, allocating 5% (rising by 1% a year) of its transport budget to cycling investment. This 5% parallels the 5%+ cycle commuting modal share already achieved, a rule of thumb worth considering by all councils.