

# EDINBURGH CITY COUNCIL ACTIVE TRAVEL ACTION PLAN: CYCLING ISSUES

## RESULTS FROM SPOKES PUBLIC MEETING QUESTIONNAIRE, 23.3.2010

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### Background

1. SPOKES organised a public meeting on the 23 March to allow members and other cyclists to hear from Edinburgh Council's Transport Convener and his officials of the work being undertaken to develop an Active Travel Action Plan for Edinburgh to promote both cycling and walking. Those attending were also invited by SPOKES to complete a questionnaire to record their views on priorities for the development of facilities for cyclists and other issues relating to the encouragement of cycling in Edinburgh.
2. Some 85 questionnaires were completed, in full or part, and all those responding used their bikes regularly for one or more purposes. The results, therefore, provide a helpful indication of the views of existing cyclists. Just over two thirds of those replying were SPOKES members
3. Three quarters of respondents used their bikes regularly to travel to work or to college or university. Of those who did use their bikes regularly for commuting:
  - 42% cycled less than 3 miles from home to work
  - 28% cycled 3 to 5 miles
  - 30% cycled more than 5 miles(N = 64)

This suggests that a substantial proportion of existing cyclists are cycling further than the 5k figure that has been used in the analysis of future potential growth in cycling.

4. Bikes were also frequently used for a variety of other purposes. The table below gives the percentage of respondents using their bikes for particular purposes.

Purpose	%
Travel to work/university/college etc	75
Shopping	75
Leisure rides	77
Other visits – to see friends, visit cinema etc	75

(N = 85)

5. Respondents were asked to give their home postcode and the results suggest that they were widely spread throughout Edinburgh with the relatively large numbers from EH9 (18%), EH10 (14%), EH8 (11%) and EH11 (also 11%). This indicates that about half lived in inner suburban belt to the south of Princes St and Corstorphine Rd. Full details are given in *Annex A*.

## Facilities for Cyclists – Relative Priorities

6. Respondents were asked to rank 9 different types of cycling facilities in order of importance to them using a scale from 1 (most important) to 9 (least important). Despite the relative complexity of this question, it was completed in all but a few cases. To help with the analysis, we calculated an average score for each type of facility by adding up the rankings and dividing by the number of respondents. The lower the average score the higher the priority attached to this type of facility. For example, if all respondents were agreed that a particular facility ranked as top priority then this would have a score of 1; similarly if they were all agreed on the lowest priority facility then this would have a score of 9. In practice, there was considerable diversity of views on priorities and this is reflected in the scores which are in the range of 4 to 6.5. However, there are some clear overall patterns emerging as shown below:

TYPE OF FACILITY	AVERAGE SCORE
<i>More and better on road cycle lanes</i>	4.12
<i>Improved road surfaces, better pothole repairs</i>	4.13
<i>Well maintained colour surfaces for cycle lanes and advanced stop areas at traffic lights</i>	4.22
<i>Physically segregated cycle lanes</i>	4.74
<i>More advanced stop areas at traffic lights</i>	4.88
<i>More off road cycle routes</i>	5.08
<i>More cycle parking at shops and other destinations</i>	5.45
<i>Improved route signing for cyclists</i>	6.19
<i>Cycle storage for households in flats</i>	6.47

(N=77)

7. An alternative way of analysing the results is to show the percentage of respondents identifying each type of facility as their top preference. This gives a slightly different but comparable ranking order as shown below:

TYPE OF FACILITY	% SELECTING AS TOP PRIORITY	PRIORITY RANKING
<i>More and better on road cycle lanes</i>	14	4
<i>Improved road surfaces, better pothole repairs</i>	20	2
<i>Well maintained colour surfaces for cycle lanes and advanced stop areas at traffic lights</i>	13	5
<i>Physically segregated cycle lanes</i>	24	1
<i>More advanced stop areas at traffic lights</i>	1	8
<i>More off road cycle routes</i>	15	3
<i>More cycle parking at shops and other destinations</i>	5	7
<i>Improved route signing for cyclists</i>	0	9
<i>Cycle storage for households in flats</i>	8	6

(N=79)

8. In general, it is clear that the top priorities for cyclists are more and more effective cycle lanes and advanced stop areas (many commented on the need for controls over parking and motor traffic use of advanced stop areas) with well maintained colour surfaces, more off road routes where this is possible and better maintenance of roads overall. Route signing and cycle parking were relatively low priorities as was cycle storage in flats but this latter result may simply reflect the fact that this was only a problem for a proportion of cyclists.

## Priority Routes for Cyclists

9. Respondents were asked to suggest priority routes or corridors for the Action Plan. There was no limit (apart from space on the questionnaire) on the number of routes that might be mentioned.
10. Some 31 routes were mentioned reflecting the diverse starting points and destinations of respondents. In essence, cyclists want to be able to travel in all directions throughout the city. The routes getting 5 or more mentions are shown below.

<b>PRIORITY ROUTE/ CORRIDOR</b>	<b>NUMBER OF MENTIONS</b>
<b>City centre to Leith</b>	<b>16</b>
<b>City centre – East/West corridor</b>	<b>14</b>
<b>North/South route through city centre</b>	<b>7</b>
<b>City centre to Forth Rd bridge</b>	<b>5</b>
<b>City centre to Gyle</b>	<b>5</b>
<b>Lothian Rd/Slateford</b>	<b>5</b>
<b>City centre to RIE</b>	<b>5</b>
<b>Meadows to KB “University Corridor”</b>	<b>5</b>

*Annex B* gives full details of all the priority routes and corridors mentioned by respondents.

## Cycling Blackspots

11. Respondents were asked to identify places or routes which created problems for them as cyclists. Again there was no limit to the number of places or routes that could be mentioned. Altogether almost 60 separate “blackspots” were identified which is testimony to the daily challenges faced by cyclists trying to make their way round a city primarily designed for motor traffic. Those blackspots attracting 5 or more mentions are set out below:

<b>CYCLING “BLACKSPOT”</b>	<b>NUMBER OF MENTIONS</b>
<b>Picardy Place roundabout; London Rd/ Leith Walk roundabout</b>	<b>13</b>
<b>Haymarket/Morrison St/West Maitland St</b>	<b>10</b>
<b>Lothian Rd</b>	<b>6</b>
<b>Princes St</b>	<b>6</b>
<b>Tollcross/Gilmore Pl.</b>	<b>5</b>

*Annex C* gives full details of all the places or routes which created problems for them.

## **Suggested actions by the council to encourage people to start cycling**

12. Respondents were asked to suggest 1 or 2 things that the council should do to encourage people to take up cycling for everyday journeys. Most responses focussed on the need for safe cycling routes, but there were also a range of suggestions going beyond cycle facilities per se e.g. controls over traffic speed, restrictions on car parking and reductions in car usage and cycle promotion work. Suggestions mentioned by 3 or more persons are set out below.

<b>Suggested Action</b>	<b>Number of Mentions</b>
<b>Safe, designated, well signed cycle routes</b>	<b>24</b>
<b>Physically segregated on road cycle routes</b>	<b>22</b>
<b>Well maintained, red cycle lanes and advanced stop areas. Controls over car parking on cycle lanes and effective enforcement of advanced stop areas.</b>	<b>15</b>
<b>Help with cycle storage/cycle parking at home destination</b>	<b>9</b>
<b>More 20 mph zones, effectively enforced</b>	<b>7</b>
<b>Promote cycling</b>	<b>7</b>
<b>Reduced car parking and car usage in city centre</b>	<b>3</b>
<b>Introduce velo – lib type scheme</b>	<b>3</b>

## **Points for the Cycle Project Team**

13. Finally, respondents were asked to list any points they considered that SPOKES should make to the Project Team in the light of the presentation. In practice, many of the suggestions made echoed comments made to earlier sections of the questionnaire, but there were 3 new points made by a significant number of respondents:
- Ensure better co-ordination and co-operative working to promote cycling between the different Departments of the council which impact on cycling (7 responses)
  - More effective promotion of cycling including publicity linked to network improvements, cycle counters with visible results and work with employers to encourage cycling by their staff
  - On street parking in former car parking bays and improved parking at transport hubs such as Waverley and Haymarket and other rail stations and major tram stops in due course.

## ANNEX A: HOME POSTCODE OF RESPONDENTS<sup>1</sup>

Postcode	Area of Edinburgh <sup>2</sup>	No of Respondents
EH9	Marchmont, Newington, Grange	14
EH10	Merchiston, Morningside	11
EH11	Gorgie, Dalry	9
EH8	St Leonards, Canongate, Willowbrae	8
EH12	Murrayfield, Dean	7
EH4	Craighleith, Comely Bank	6
EH3	New Town, Inverleith, Tollcross	5
EH14	Slateford, Craiglockhart	4
EH16	Liberton, Craigmillar	3
EH15	Portobello, Brunstane	2
EH6	Leith	2
EH7	Restalrig, Calton	2
EH32	Prestonpans	2
EH18	Lasswade	1
EH21	Gorebridge	1
EH26	Penicuik	1
EH30	South Queensferry	1
KY3	Fife (part of)	1

(N = 80)

### Footnotes

1 Postcodes listed in order of number of mentions

2 This is an approximate description of the area covered by the postcode

## ANNEX B: PRIORITY ROUTES OR CORRIDORS

Route / Corridor	No of mentions
City Centre to Leith	16
City Centre – East/West Corridor	14
North South through City Centre	7
Lothian Rd/ Slateford	5
Edinburgh to Forth Rd Bridge	5
City Centre to Gyle	5
City Centre to RIE	5
Meadows to KB -“University Corridor”	5
Portobello to City Centre	3
Tram Corridor	3
East End of Princes St/Bridges to Cameron Toll	2
Newington to Haymarket	2
Gorgie to City Centre	2
North Edinburgh to Gyle	2
East Edinburgh to RIE	2
Barnton to Colinton/Bonaly	2
Edinburgh Waterfront/ Corridor along Firth of Forth	2
Link from Roseburn Cycle Path to Union Canal	2
Forth Rd Bridge to Gyle	2
Haymarket to Sighthill/ Wester Hailes	2
London Rd to City Centre	2
City Centre to Morningside	2
Inverleith to City Centre	2

Edinburgh to Musselburgh	1
City Centre to Airport	1
Blackhill to City Centre	1
Portobello to Dalkeith	1
Craiglockhart to Innocent Railway	1
City Centre to South West	1
Meadows to Union Canal	1
Union Canal to Water of Leith via Harrison Park & Gorgie	1
Greenbank to City Centre	1
Calder Rd to City Centre	1
Portobello to Leith	1
Broughton to Stockbridge and Craigleith	1
Meadows to Dean	1
Canal Basin to City Centre	1
City Centre to Corstorphine	1
Scotland St Tunnel to Waverley Station	1
Morningside to Stockbridge	1
Morningside to RIE	1
Morningside to Corstorphine	1

## ANNEX C: PLACES OR ROUTES WHICH CREATE PROBLEMS

Places / Routes	Nature of problem	No of mentions
Picardy Place roundabout/ London Rd/Leith Walk roundabout	Dangerous to navigate	13
Haymarket/ Morrison St	Dangerous, complex junction	10
Princes St	Too many buses. Difficult to turn right or move between lanes	6
Lothian Rd	Too busy. Cars turning right into W Approach Rd	6
Tollcross/Gilmore Place	Busy. Difficult turn right from G Place to Leven St (part of NCR 75) as insufficient room and traffic lights badly timed	5
North Bridge, South Bridge, Clerk St, Nicholson St, Minto St	Heavy bus use with many shops makes bus lane very dangerous. Difficult to turn right.	5
Lothian Rd, Princes St, Queensferry St, Charlotte Sq junction	Very difficult to negotiate on bike	4
Leith St (uphill)	Narrow bus lane. Cut up by left-turn traffic	3
Leith Walk	Very busy	3
Bread St/ West Port	Difficult right turn to Lauriston St	3
Cycle Path Cramond to Dalmeny	Too narrow to pass	2
Causewayside/ Mayfield Rd	Parked cars on busy narrow rd	3
Middle Meadow Walk- junction with Lauriston Place	Requires better separation between cyclists and pedestrians	2
Dalkeith Rd/ Preston St junction including turn into Holyrood Park	Difficult, complex junction requiring shift of lanes on busy road.	2
Candlemaker Row	Contra flow cycle lane needed. Turn into Teviot PI very difficult.	
Gogar Roundabout	Very busy road. No cyclist or pedestrian crossing	2

Ratho Station Bridge	Steps	2
Bridges/ Princes St junction	Dangerous	2
George IV Bridge – Missoni Hotel	Cycle lane needed in front of hotel to get to cycle lights	2
Crewe Toll junction	Difficult to negotiate on bike	2
Eyre Pl – contra flow cycle lane	Cars park on lane. Lack of protection from on coming traffic	1
Water of Leith	Steps up in several places	1
Dalry Rd	Fast traffic	1
West Mains Rd	Parked cars	1
Bike Path from Charlotte Sq to Queensferry Rd	Physical changes and signing needed to make clear its status	1
A71 – Hermiston/Riccarton	No pedestrian or cycle crossing on busy rd	1
Palmerston Pl	Difficult to get to advanced stop area.	1
Morrison St/ Lothian Rd junction	No advanced stop line	1
Dean Bridge	Too busy	1
Gorgie Rd	Cycle lane – painting faded	1
Craighouse Rd to Myreside	Parked cars	1
Broughton St junction with York Place	Uphill section. Difficult to get into lane for right turn	1
City centre at night	Inconsiderate behaviour by motorists	1
Granton/Chain Peer junction	Busy. No cycle light at junction.	1
Mound	Cycle lane worn away	1
Market St/ Waverley Bridge roundabout	Dangerous	
Queen St	Cars changing lanes. Cycle lane needed in both directions	1
Yeoman Pl to Union Canal	Difficult access via steps	1
Cameron Toll junction	Dangerous	1
Mayberry Rd/Barnton junction	Dangerous	1
Gifford Park	Barrier on pavement	1
Craiglockhart Ave	Narrow uphill section dangerous for cyclists	1
Straiton roundabout	Dangerous	1
A8 cycle route	Obstructions and lack of priority	1
Saughtonhall Rd/Baird Drive	Dangerous right turn	1
Roseburn/ Wester Coates traffic lights	East bound traffic turning right cuts across cyclists with right of way	1
Calder Rd/ Longstone Rd roundabout	Poor sight lines and lane discipline by cars makes it dangerous for cyclists	1
Macdonald Rd	Intermittent cycle preference lanes	1
Broomhouse – Gyle cycle path	Constant interruption by road crossings	1
Liberton Brae	Cars parked in cycle lanes	1
W. Maitland St/ Morrison St/ Torphichen St – 1 way system	Needs contra flow for cyclists	1
Slateford Rd	Busy bus lane difficult for cyclists	1
George St	Cars looking for parking in centre of road create hazard for cyclists	1
Marchmont Rd/Strathearn Rd/ Beaufort Pl junction	Red surfaces worn away on cycle lanes and advanced stop area	1
Greenbank to Craiglockhart	Very busy. Traffic intimidating	1