

CEC ATAP - SUGGESTED ACTIONS

Spokes, 19.4.10

Important caveat: Spokes is an entirely voluntary organisation, dependent on voluntary effort and self-funding, and so 100% certainty of delivery can't be promised.

Action	Extent	Timing	Responsibility	Cost/funding
Suggested actions by Spokes				
1. Tenement bike parking – preparation of online materials giving descriptive/technical details of options for existing tenement/ flat dwellers and for new build. Widespread dissemination of these materials. Note that Spokes can not commit to undertaking practical installations.	All Edinburgh particularly central	2010-2012	Spokes [assuming funding] Hopefully subsequent installations by others.	Application made to CCF – if it fails we intend to look elsewhere
2. Edinburgh cycle map – continuing production, updating and distribution. Ditto for cycle maps of the Lothians, which are relevant to Edinburgh leisure cycling.	All Edinburgh (and Lothians)	Ongoing	Spokes	Currently self-funded, but could conceivably be future editions supported by and tied in with ATAP
3. Publicity – publicising ATAP to our 1000 members, and more widely to other cyclists and to decision-makers through our 11,500-distribution Spokes Bulletin. Possible occasional public meeting.	All Edinburgh	Ongoing	Spokes	Funded by Spokes. Could be special Bulletin issue(s) with ATAP-funded supplement [extra cost £800 if 11500 copies]
4. Cycle counts – Spokes conducts bi-annual traffic counts at 4 specific locations, with headline figures for cycles as % of all vehicles. We hope to continue these counts, providing a comparison with council figures.	Lothian Road and Forrest Road	Bi-annual	Spokes	All voluntary
5. Commenting – We will continue to provide a user view on TROs, planning applications, policy documents, etc.	Edinburgh & relevant government	Ongoing	Spokes	All voluntary
Suggested actions by others <i>e.g. CEC, NHS</i>				
Identify and monitor an indicator for how comfortable the public are with using a bike in (central?) Edinburgh. And/or – similar indicator for existing cyclists – more likely to get considered responses?	Central Edinburgh - possibly all Edinburgh	Ongoing	CEC? Essential Edinburgh?	Minimise cost by including in some existing survey
Ensure integration of policies within council and with outside bodies – e.g. streetscape, planning, health, education, housing, tourism [suggestion by Richard Armitage of audit of all council depts]	All Edinburgh	?	CEC lead role. Also NHS, Essential Edinb, etc	?

City centre Cycle Hub, ideally Waverley or Haymarket, providing all-day supervised parking, maintenance, hire, accessories, etc	Central Edinburgh	ASAP	SG(TS), CEC, Network Rail	Transport Scotland is not following English lead - 10 city station hubs under construction or planned.
Public bike hire scheme, working with other interested parties such as the Bike Station, Network Rail, Essential Edinburgh, universities/colleges.	Central Edinburgh/ big demand areas	?discuss with partners	CEC lead - see col 1 for partners	?
Expansion of cycle training, to be available at all schools and also to novice, nervous or returning adults	All Edinburgh	Ongoing	CEC lead, Bike Stn, others	?
CEC Transport actions – see below	-	-	CEC	-

Below are preliminary thoughts on some important actions for CEC transport...

A. Identifying & then implementing priority cycle routes or corridors

Drawing up a programme of action for these routes, including a mixture of measures such as...

- Identifying key "black spots" along these routes which act a significant deterrent to cycling.
- New on road cycle lanes, clearly marked on the road surface, normally with coloured surfacing, and with maximum possible prohibitions on parking.
- Advance stop areas at all traffic lights, normally with coloured surfacing, and with strict enforcement.*
- Creation of a pilot, segregated cycle route on one or more existing corridors where space (taking account of linked parking controls) and conditions allow. Identification of other potential candidates for a possible expansion of these measures in due course. On the basis of feedback from our members, and European examples, we see a pilot scheme fairly early in the ATAP as very important, although we appreciate the considerable difficulties over space, etc.
- Corridor implementation to be accompanied by full programme of publicity and community buy-in, as recommended in visit to CEC by consultant Richard Armitage. Such as: work with adjacent shops, provision of shopper bike parking, publicity through schools, relevant local groups, etc.

* ASL enforcement may require a change in law and, if so, that should become an action for the SG.

B. Specific locations

- Creation of a segregated cycle lane on one side of Princes St to form a premier, flagship east-west route across Edinburgh's City Centre.
- Concerted effort to create safe and welcoming cycling conditions at Picardy Place – the top Edinburgh blackspot identified from the Spokes ATAP public meeting questionnaire [completed by 84 people].

C. Measures throughout the road/paths system

- A survey of opportunities for new off road routes and extensions to existing routes linked to a programme for implementation.
- An analysis of accident data to identify black spots for cyclists [we understand that the current analysis only identifies locations with high all-user total accidents, with no discrimination by mode]. If possible any off-road black spots should also be identified.
- A stock take of on-street/pavement/public cycle parking provision and a programme for expanding this.
- Funding to take forward the best technical solutions to storage provision for tenement and flat dwellers.
- Review all existing cycle lanes and advance stop areas to make sure that the road markings are clear and parking prohibitions are as tough as possible.
- A programme to ensure effective maintenance of all on road cycle lanes and advanced stop areas.