

ATAP REVIEW – CONSULTATION ON FUTURE PRIORITIES (APRIL 2013)

VIEWS OF SPOKES

Note: References in square brackets [] are to sections in ATAP.

1. Spokes continues to endorse the **ATAP target** of 15% of journeys to work and 10% of all journeys to be made by bicycle by 2020 and the long term vision of “making Edinburgh’s transport system one of the most friendly, healthiest and most accessible in Europe by 2030” which, in our view would require levels of cycling at least on a par with those found in cities such as Copenhagen and Amsterdam.
2. Spokes welcomes the appointment of **extra staff** to ATAP implementation team and the additional resources now available for cycling and walking projects and looks forward to speedier implementation than has been the case in the past 2 years.
3. Spokes believes that it is important to give priority to **infrastructure projects** which will improve safety and encourage non cyclists to take up cycling. Although marketing and promotional initiatives are important, their value will be short lived without a safe and accessible cycling infrastructure.
4. [C2] SPOKES continues to support development of the **Family Friendly Network**, particularly those routes which allow cyclists to travel safely and conveniently to centres of employment, shopping facilities and cultural and other places of interest.
 - ◆ Priority should be given to links which would join up existing cycle paths **such** as links between the Roseburn path and the Union canal, the union canal and the Meadows network and the North Meadows path and the Innocent cycle path.
 - ◆ The FFN must meet the criteria has been set for itself of providing a safe cycling network for persons of 12 years upwards. Although such routes might use quiet roads in residential neighbourhoods, the remainder of the routes should be off road, or fully segregated routes on major road corridors or safe crossings of major roads.
 - ◆ We recommend that:
 - (i) an upgrade to the surfacing of the Kingsknowe to Balerno cycle route, preferably by creating a hard surface; and
 - (ii) a link on the north side of Edinburgh Park Station to the underpass to facilitate access to the cycle paths on the south side southwardsshould be added to the list of projects identified in C2.
 - ◆ We also recommend that consideration be given to adding the construction of a cycle path on the north west side of the Western Approach Rd linking the existing cycle path from the Dalry Rd to the crossing and cycle access to Gilmore Park and the canal basin.

5. SPOKES also believes that priority should be given to the measures under the **Cycle Friendly City** heading for improving conditions on major thoroughfares, for two main reasons. **First**, such routes frequently provide the most direct route to useful destinations and therefore are likely to attract most cyclists. **Second**, DfT figures show that death risk per km cycled is 5 times higher on urban 'A' roads than on other urban roads [Spokes Bulletin 115, p7] – and indeed several of the Edinburgh cyclist deaths in recent years have been on such roads. Therefore the following points should be prioritised in the next stage of implementation of ATAP:

- ◆ [C17] ATAP includes a commitment to consider the potential for using **on road segregated cycle tracks** (such as are commonly found in certain northern European) cities. Opinion has moved strongly in favour of such measures over the last 2 years as the optimum way of providing a safe environment to attract significant number of people to take up cycling. We would, therefore, like to see some significant stretches of segregated cycle routes taken forward soon. The proposals for Leith Walk being promoted by Greener Leith with the support of Spokes and the current consultation on Princes St and George St provide an early opportunity for this and other major arteries into the city centre should be investigated.
- ◆ [C4] Obviously, not all arterial routes can immediately gain segregated provision, and a major weakness in ATAP implementation so far has been failure to implement the promised review and **upgrade of existing main road cycle facilities**. This should be given immediate attention.
- ◆ [C5] The concept of and priority to **Quality Bike Corridors** should be reviewed. Whilst we support further such initiatives [modified as below] we are concerned that the time (virtually 2 years from consultation to implementation) and resources spent (approx £600k) have held back work on the two previous bullet points, which we consider vital. Further QBICs may be appropriate where a segregated solution is impossible given the physical and/or political realities. If so, they should be far tougher on car parking and coloured surfacing should be much brighter, as discussed further below.
- ◆ Where bike corridors are provided (segregated or not), links to them should be progressed, to maximise the benefits of the investment. For example, the short link from Pollok Halls to Mayfield Rd on the existing QBIC.
- ◆ Spokes previously argued that all cycle lanes on major thoroughfares should include strong controls over parking. The failure to do this more strongly on the QBIC between the Mound and Kings Buildings has led to considerable criticism and this principle should be applied in future.
- ◆ Although we understand the reasons for the Council's decision to switch to red chipping, the visibility of the red chipping surfacing used in the QBIC is far from satisfactory and Spokes believes that an alternative, more visible treatment is required in advisory cycle lanes - ideally throughout, but certainly in the more risky areas. Spokes has submitted to Cllr Orr a paper¹ on this issue, which includes a definition of locations of greater risk.
- ◆ [C11] ATAP includes measures to allow 2 way cycling on one way streets where 2 way cycling is legally prohibited. So far this has not been taken forward and it should now be given priority.

1 Coloured surfacing paper: <http://www.spokes.org.uk/wordpress/wp-content/uploads/2009/03/Spokes-colour-paper-v3-final.pdf>

6. [C26-C28] SPOKES believes that the continued development of **cycle parking** is necessary alongside other infrastructure. Additional cycle parking in the city centre is a particular priority.
7. [C22-C23] Spokes also continues to recognise the importance of a prioritised and programmed **maintenance programme** for cycle lanes and off road routes.
8. [J9] Spokes supports extension of the current **20 mph limits** to other parts of the city, particularly all residential and shopping areas, even including roads where physical conditions allow for higher speeds. Plan for monitoring speeds in such areas are required along with agreement with the police to an effective form of enforcement. In addition, where there are 40 mph limits, SPOKES would support the reduction in the speed limit to 30 mph.
9. [C32-C34] It has become clear that difficulties over **domestic cycle storage** are a restraint on growing cycle use, particularly for those in flats, tenements and/or with no suitable opportunity other than their front garden. The Council's pilot onstreet residential parking project is welcome but progressing far too slowly. Second, the current ATAP does not, but needs to, address the question of front-garden cycle storage. Spokes is currently developing proposals which we would like to see adopted by the council.
10. [C59] **Bike/rail integration at stations** has been a major failure so far. The Council's Planning Section has been very disappointing when granting planning permissions, seemingly unwilling to heed the council's cycle use targets. Major failures include the absence of a bike hub at the new Haymarket Station and the need to get off your bike and walk for a considerable distance to reach the planned Edinburgh Gateway station (and the Gateway Business Park beyond it).
11. [C46] We are disappointed that a first prominent **public bike counter** has still not been installed, despite its accepted potential for promoting cycle use. We repeat our long-standing offer of a token contribution to the cost of such a facility for the Middle Meadow Walk route.
12. [J3] We are concerned that council officials in **other Council departments** do not appear to fully appreciate the importance attached to cycling and the achievement of its cycling targets by the Council. We are particularly concerned that planning applications are being granted when cycling issues have not been addressed, for example, the development at the west gate of the Botanical Gardens which includes no provision for cycling despite being identified as a destination in the Family Friendly Network. We are also concerned at the absence of cycling measures linked to "temporary" traffic arrangements which can, in reality, last for some time, for example, the tram related measures at Haymarket. We recommend that training for relevant professional staff should be included with this recommendation, that the Design Guide should cover these situations and that the Active Travel team should ask senior management in the relevant Department to ensure that their staff understand the attached to cycling measures in their day to day work.

Spokes Planning Group

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