

SPOKES KES *The Lothian Cycle Campaign*

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To: Leaders of political parties on City of Edinburgh Council

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Dear Councillor

MANIFESTOS FOR 2017 LOCAL ELECTIONS

We write to suggest ideas for your party manifesto at the 2017 Council elections. We would be grateful if you would share this with whichever Councillors and party activists are working on your manifesto.

Rather than preparing a lengthy manifesto of our own, we have suggested a short list of items which we consider to be absolute top priorities for the next Council if it is to maintain and enhance Edinburgh's present excellent record on cycling, and meet the ambitious *Local Transport Strategy* targets to increase cycling, walking and public transport use and to reduce car trips.

If useful, Spokes would also be very happy to meet to discuss any of these ideas further.

Yours sincerely
Dave du Feu
for Spokes

1. Maintain the allocation of 10% of the transport budget (capital and revenue) to cycling

- ◆ The policy is working. Whether you look at the census, Scottish Household Survey, or our own 10-year series of biannual traffic counts, more and more people are getting around by bike. The census even shows that the Council has cut the car share of commuter trips – unique in Scotland!
- ◆ The policy brings great kudos to Edinburgh as a forward-looking and environmentally-aware city ... it is widely referenced, not least in the Scottish Parliament and the London Assembly.
- ◆ Thanks to the Scottish Government's 50/50 match funding, administered by Sustrans, much of the sum is doubled, bringing £5m-£10m additional investment to the city over the term of a Council.

2. Give high priority to protected and direct main road cyclist routes , including the east-west route

- ◆ Main roads are the most direct and least hilly routes to most important destinations, yet they are also the most off-putting even for experienced cyclists, let alone for the many new people the Council wishes to attract to use bikes for their everyday journeys. Experience in Europe and London shows that direct, protected cyclist routes are critical to achieving big cycle use increases.
- ◆ So far the Council has concentrated on linking up offroad and quieter routes. That remains important, but a new higher priority for main road routes is now a vital next stage.

3. Transform Princes Street into a cycle- and pedestrian-friendly place

- ◆ Princes Street is known as Scotland's premier street, yet is often congested, polluted, noisy and with its magnificent views blocked by traffic. Transforming Princes Street is not easy, not least because Edinburgh's bus service must maintain its excellence, but it must be done. In particular, two-way cycling should be made easy, safe and pleasant, separated from traffic and from walkers.