

City of Edinburgh Local Authority election, 3 May 2012

Suggestions from SPOKES for party manifestos

SPOKES suggests that parties should consider the following commitments in relation to cycling:

- Re-affirm the Council's endorsement to the Charter of Brussels target of ensuring that **at least 15% of all trips** in Edinburgh are made by cycle by 2020.
- Fully recognise the **wide ranging benefits that result from increased cycling** – for health, road safety and the environment as well as broader economic and social benefits.
- Set out a long-term **ambition for Edinburgh to be amongst the leading cities in Europe** for cycle use alongside towns such as Munich (currently 14% of trips), Copenhagen (currently 36%), Amsterdam (37%) and Malmo (24%) - while recognising that cycling in Edinburgh has increased significantly over the last 10-15 years in contrast to most other cities in Britain.
- Commit to the full implementation of the cycling proposals of the **Active Travel Action Plan** and, in particular:
 1. Complete the first phase of the proposed Family Friendly Network by April 2014, together with outline proposals for all proposed routes by the same date (to be implemented by April 2020), with all routes built to a standard suitable for an unaccompanied 12 year old.
 2. Complete a comprehensive package of on street improvements in the South Central area of Edinburgh through the proposed Quality Bike Corridors (QBICs) by April 2014 and the production of outline designs for other QBICs elsewhere in the city.
 3. Upgrade provision for cyclists on the main roads specified in ATAP action C4 by April 2014.
 4. Ensure that all cycle lanes are clearly marked with appropriate surfacing and that these are properly maintained.
 5. Implement a programme of exemptions of cyclists from one way streets together with complementary measures to ensure safety by April 2014.
- Commit to introducing a **safe City Centre cycle route** from east to west and vice versa from the Bridges/Leith St to the West End/Lothian Rd by ensuring that, within the term of the next administration, Princes Street is designated for pedestrian and cyclist use only, either on the shops side of the tram or on both sides of the street.
- Commit to **promoting cycling as a form of leisure and recreation** for both residents and visitors to Edinburgh - the Council targets rightly refer to cycling as transport, but its recreational role must also be recognised].
- Ensure that **resources, in terms of both dedicated staff within the Council and funding for projects are, as a minimum, sufficient for implementing the Active Travel Action Plan targets for 2014 and beyond.**
- Move incrementally towards investing £10 per head of population* in cycling by the last year of the next council, comprising an increasing proportion of council transport capital together with external ring-fenced funding such as CWSS, Sustrans funding, developer funding, etc.

*Spokes research for year 2010/11 suggests the council currently invests between £3 and £4 per head including both council capital and external ring-fenced and other funding raised. Research by Cycling England, based on the English Cycle Demonstration towns and on European experience, suggests £10 per head is necessary to achieve substantial ongoing growth in cycle use at the sort of rate needed to reach Edinburgh's targets. A figure of £5-£10 per head was also suggested by independent experts during preparation of ATAP.