

TRANSPORT AND ENVIRONMENT COMMITTEE: 30 AUGUST 2016

- **Thanks to Committee** for agreeing to hear deputation.
- **Introduce colleagues**
- **Cycling in Edinburgh on daily basis for over 35 years** – during that period lot of improvements for cyclists but conditions on the major road arteries into and through the centre of Edinburgh much worse
- **Major deterrent to the growth in cycling** – feeling that it is just not safe to cycle on Edinburgh's roads. In particular deters the less confident and with good reason.
- **Increased cycling offers massive benefits to Edinburgh** – health benefits, benefits to the environment and to the economy from increased cycling.
- **Spokes very supportive of the proposal for E/W cycle route** and we said so in our consultation response – provides route through city centre; link to many other existing and proposed routes. Overall offers, major potential to encourage and increase active travel for commuting, shopping and leisure.
- **Strongly recommend that the Council gives its support to the project** in principle to allow and undertakes to take it forward to implementation. Funding obviously crucial but we believe that Sustrans will look positively on requests for funding providing the scheme remains innovative and transformative.

- **Committee members are being asked to decide between 2 options for Roseburn.** My colleagues from the Roseburn Cycling Group will comment further on this but SPOKES and the wider cycling community in Edinburgh strongly in favour of option A which would maintain the direct route through Roseburn. We welcome the various improvements made from the original proposals here. By contrast option B is indirect and requires cyclists to cross 3 major roads. If it goes ahead there is a great danger it will become a “white elephant”.
- In a thoughtful blog yesterday, **Sustrans Scotland** made it clear that, in their view, Option A is the way forward for the city of Edinburgh.
- It is also essential that the route goes directly through **Haymarket** as proposed. This is the most straightforward route and the proposals provide a protected cycle lane avoiding the significant safety issues currently faced by cyclists going east west through this difficult junction. Also Haymarket is an important destination for cyclists as evidenced by the number of bicycles parked at the station.
- **Deliberately not commented on the detail of the proposals** but we have made many comments and hope that these will be picked up in the detailed design process. Would like to mention 3 points referred to in the paper – proposed reduction in width of the West Coates cycle lane, crossing of Elder St and the delayed implementation of proposals for Princes St.
- Thank you for your patience and pass over my colleagues