

Cycling UK Scotland - Response to the Trams to Newhaven Consultation - April 2018

[Cycling UK Scotland](#) supports the principle of extending the tram route to Newhaven. Cycling UK Scotland believes that trams, as demonstrated across many continental cities, are part of a modern, sustainable, urban transport infrastructure.

However, Cycling UK Scotland believes that the initial phase of the tram project in Edinburgh, ultimately between York Place and Edinburgh Airport was very poorly designed and implemented. The delivery team appears to have considered no other sustainable transport modes during the construction process and cycling as a mode of transport appears to have been entirely designed out of that part of the tram project. Ultimately, this has created conditions for cyclists in Edinburgh that are far worse than before the tram works began.

The result is that cycling infrastructure is now being retro-fitted around the existing tram network to avoid the tram network, a network that broadly follows the desire lines of many cyclists travelling through Edinburgh.

Cycling UK Scotland believes that initial implementation of the Edinburgh trams programme damaged the credibility of Edinburgh's trams and created a hostile public perception to this mode of transport. Cycling UK Scotland are therefore keen to support the trams extension to Newhaven and its delivery in a way that compliments all other sustainable transport modes. This potential second phase of tram construction is an opportunity to build in best practice cycling provision from the outset.

The [The City of Edinburgh Council](#)'s (CEC) stated hierarchy for transport provision places pedestrians and cyclists at its apex and this is repeatedly stated in the city's own Transport Strategy and Active Travel Action Plan documents. The statement below begins the forward of CEC's Local Transport Strategy: "A developed country is not a place where the poor have cars. It's where the rich use public transport." (Enrique Peñalosa, former mayor of Bogota)

Section 4 of CEC Local Transport Strategy continues:

"Edinburgh City Centre forms the commercial heart of south east Scotland and indeed the entire country. It is a centre for finance and business, retail, entertainment, tourism and leisure. Its World Heritage Site status provides unique opportunities and challenges. However, City Centre streets are still dominated by motor traffic. Completion of the first phase of the Tram project presents a great opportunity to change this. With this in mind, the Council is taking forward a plan to:

- improve the pedestrian experience in the core City Centre area and increase space for pedestrians;
- improve access to the City Centre;
- increase space for other uses (e.g. street cafes, entertainment, markets);
- offer dedicated cycle provision in the area; and
- reduce the detrimental impact of motor vehicles on the City Centre environment."

Cycling UK Scotland feels that the proposals for the extension of the tram network to Newhaven are at odds with the objectives in these documents. Cycling UK Scotland believes that the plans for the extension as they stand do not follow CEC transport hierarchy at all, and in fact appear to reverse the objectives of the hierarchy. We are very concerned that as currently proposed, the tram extension risks repeating all the mistakes of the previous phase.

Cycling UK Scotland supports the responses submitted by [Spokes](#), [the Lothian Cycle Campaign](#), Permanent Rail Engineering and [Sustrans](#). Although all these responses differ in detail their aims are broadly the same; to support the implementation of world class cycling infrastructure alongside delivery of an excellent tram network.