Growing Edinburgh's Cycle Network beyond Spaces for People

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Until 2019 Edinburgh cycle projects were often isolated schemes, taking advantage of local opportunities or needs, but not joined up. And, many took literally years – or never! – to implement. In contrast, largely designed and implemented in a mere 12 months from Spring 2020, the **Spaces for People** (SfP) initiative now provides the basis for a properly connected network.
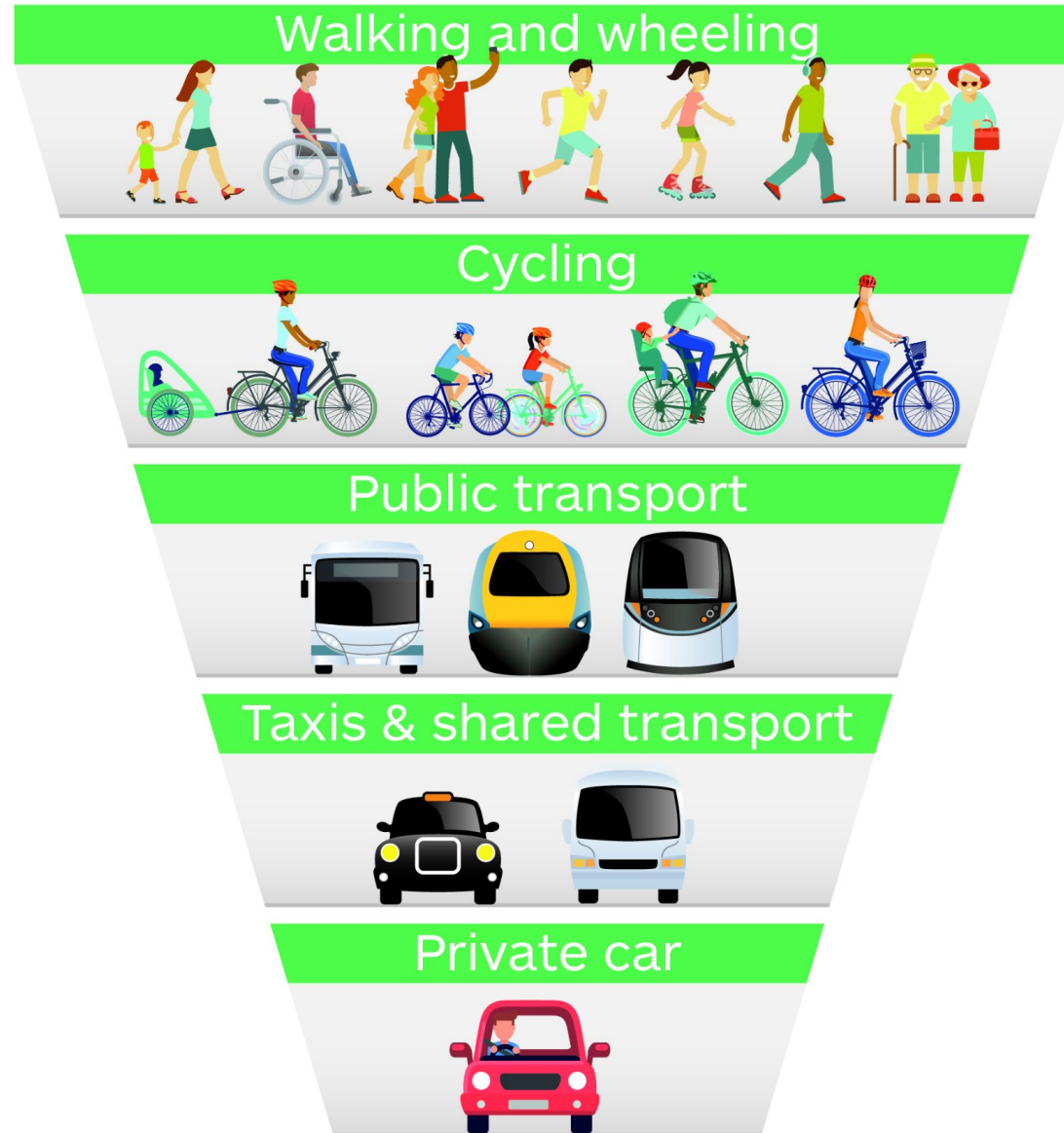
SfP was of course a Scotland-wide **government-funded scheme** to assist safe outdoor exercising on foot and by bike and to enable more social distancing, including freeing up spaces on public transport. Nonetheless SfP also supports other government and local authority objectives, to increase use of active travel for reasons including **climate**, public health, and congestion.

For these reasons, top politicians have said that successful SfP schemes should be made permanent rather than being scrapped if and when the need for social distancing ends [see **this article** for links]. Such comments range right across political parties at the Scottish Parliament, from the Cabinet Secretary for Transport, **Michael Matheson MSP**, through to Conservative Transport spokesperson, **Graham Simpson MSP**. Albeit that some **local politicians** disagree about making schemes permanent.

More formally, the government's **Strategic Transport Projects Review** [STPR2] states, *"making these (SfP schemes) permanent where successful is the next key step in .. roadspace .. allocation & supporting active travel"*

"I do hope that we can see a permanent lasting legacy of active travel infrastructure as a result of the #SpacesForPeople initiative"

Cabinet Secretary @MathesonMichael MSP, 5 Nov 2020 at @CyclingScotland conference

HERE-->youtube.com/watch?v=mE46sG...

lasting legacy of active travel infrastructure coming about, as a result

"If more people are cycling ... we do not want to spend £10m on measures that are then taken away" ... Graham Simpson MSP

Prioritising Sustainable Transport

Walking and wheeling

Cycling

Public transport

Taxis & shared transport

Private car

Meadows - George St

Roseburn - Canal

George St First New Town

CCWEL

Cycling Infrastructure

2019

Planned Protected Cycle Route
Existing Protected Cycle Route
Principal Off-Road Paths
○ Dangerous Junction

OpenStreetMap CyclOSM.org

Cycling Infrastructure

2021

Legend:
— Spaces for People Cycle Route
— Planned Protected Cycle Route
— Existing Protected Cycle Route
— Principal Off-Road Paths
○ Dangerous Junction

OpenStreetMap CyclOSM.org

Next steps :

enhancing

Potential SfP Extension
Spaces for People Cycle Route
Planned Protected Cycle Route
Existing Protected Cycle Route
Principal Off-Road Paths

OpenStreetMap CyclOSM.org

Next steps :

linking up to create a network

Potential Wider Network
Potential SfP Extension
Spaces for People Cycle Route
Planned Protected Cycle Route
Existing Protected Cycle Route
Principal Off-Road Paths

OpenStreetMap CyclOSM.org

Edinburgh's Cycle Network

Improved cycling infrastructure will align with the Council's existing plans;
- Low Emission Zone
- City Mobility Plan
- City Centre Transformation
- City Plan 2030
- 20 Minute Neighbourhoods

It also helps towards;
- Vision Zero road safety target
- Net Zero 2030 target
- Climate Emergency
- Mental Health
- Physical Activity targets
- Air Quality Pollution targets
- Savings for the NHS
- Addressing inequalities by supporting
- Supporting local businesses

Edinburgh is not unique…
- Paris, Dublin
- Nottingham, Manchester
- Waltham Forest 'mini-holland'

Adults & Children of All Abilities Cycling

Uphill Cycling Protection & eBike revolution

Utility Cycling for Shopping / Work / Study etc