

SPOKES Public Meeting April 2025

Cllr Stephen Jenkinson & Deborah Paton

Theme “Cycling as part of Edinburgh’s Transport Policy”

30 April 2025

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

Presenters

- Cllr Stephen Jenkinson
 - Convenor of the Transport and Environment Committee
 - Ward 2 Pentland Hills Councillor



- Supported by Deborah Paton, Head of Transport Strategy and Partnerships

Who does what on transport in the Council?

Place Directorate

• **Operational Services**

- Transport & Infrastructure [maintenance, delivery, climate adaptation]
- Network Management & Enforcement [traffic signals / network, public transport, road safety, parking, LEZ operation]

• **Transport Strategy and Partnerships**

- Events and Public Space Operations
- Neighbourhood Environmental Services
- Facilities Management
- Operational Support, Performance & Improvement [Fleet, community transport]

• **Planning Service**

- Development management and development plan

• **Chief Executive's Office**

- Climate & Nature

Transport Strategy and Partnerships

Strategic transport planning: City Deal projects including in West Edinburgh, SEStran liaison & collaboration (Regional Transport Partnership), bus priority infrastructure, tram extension business case work

Strategy and Design Guidance: City Mobility Plan and related strategy-based workstreams including city centre, Accessibility Commission, mobility data/monitoring, Future Streets Framework, Edinburgh Street Design Guidance development

Air quality management, Low Emission Zone development and monitoring

Delivery of active travel and sustainable transport infrastructure projects, and of behaviour change projects in partnership

Context and work

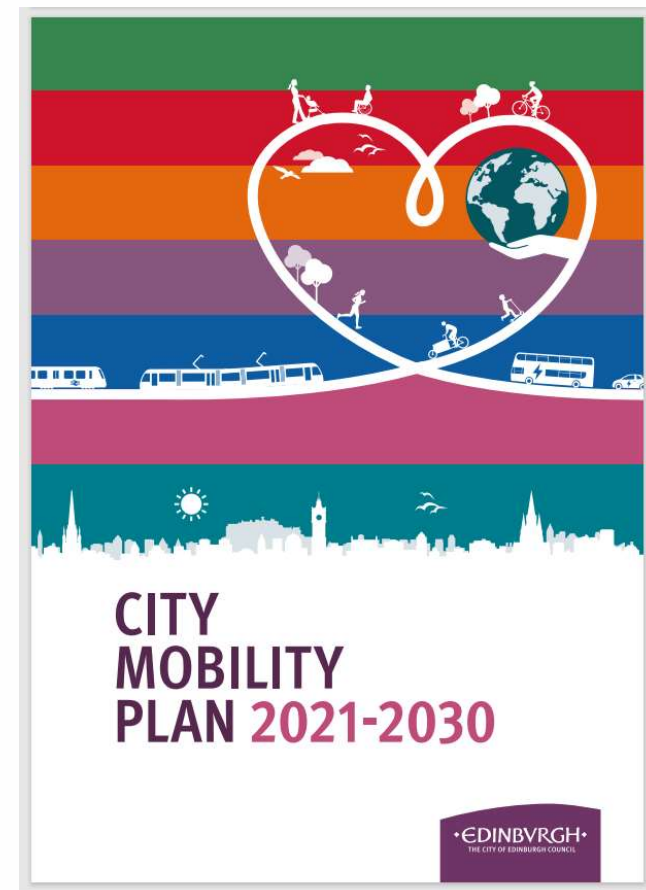
Policy, drivers, programmes, projects

Policy context

- City Mobility Plan
- Our Future Streets framework (Circulation Plan)
- City Centre Transformation Plan
- Edinburgh Street Design Guidance
- Targets around car vehicle kilometres reduction & net zero

Work

- City Mobility Plan Capital Investment prioritisation exercise
- City Mobility Plan review & monitoring
- LEZ annual monitoring / evaluation
- Data development programme
- Staff Travel Plan



Work

- Delivery of active travel projects including rolling programmes
- Delivery of travel behaviour change initiatives in partnership with communities using SEStran People and Place Funding (from Transport Scotland)
- Respond to new Bus Infrastructure Fund & progress 7/7/7 trial
- Tram extension business case – Trams from Granton to Bioquarter and Beyond
- City centre implementation and TVL
- Tour de France 2027.....

Women's Safety Factsheet and Audit Proforma

*Incorporating gender into active travel
and placemaking design & delivery*

Edinburgh Street Design Guidance

Forward-looking suite of design guidance with factsheets on street design topics

How we should design our streets to meet aims of City Mobility Plan

Women's safety identified as gap in guidance, following work on George St project with daytime and night-time women's safety audits

[Edinburgh Street Design Factsheets](#)

Women

It is recognised that different genders have differential access to transport systems. Twice as many women as men make multi stop and multi-purpose journeys.¹³ Women and people from identifiable minorities fear being assaulted or harassed on the public transport network and are more likely to choose to travel by car or taxi because it is personally safer.^{14 15}

Enabling gender equality in accessibility benefits all travellers. Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.

[City Mobility Plan](#)

Public consultation 2023/23

Equally Safe Edinburgh Committee (ESEC), the Women's Safety in Public Places (WSPP) Community Improvement Partnership undertook a public consultation in 2022 and 2023 to gather information on the experience and feelings of safety within Edinburgh

Over 2100 respondents (mostly women and girls) - between 76-80% of respondents had experienced harassment, abuse or violence in public places in Edinburgh

Some key issues:

- Designing spaces that support feelings of safety through good wide layouts with natural surveillance
- Presence of high quality lighting
- Removing hidden corners and dark spaces
- Allowing multiple crossing points for pedestrians along a street
- Ensuring a mix of land uses along a street

Women's Safety Factsheet and Audit Proforma



Developed by AtkinsRéalis in partnership with Edinburgh Feminist City Group and Women's Safety in Public Places Community Improvement Partnership



Ambition to share learning from George St work, applicable to projects of all scales



Aim to make as user-friendly/familiar for designers and project managers & support stakeholder engagement

Women's Safety Factsheet

Following DfT's '**user personas**' approach to help designers consider different perspectives, recognising that women's experiences and backgrounds are diverse and varied

ISLA



Lives in Edinburgh with her partner and young family. She travels with children in buggies in daytime hours to take her children to childcare on her way to work, or for leisure activities, usually by public transport. Having experienced harassment in the past, wide open footways with dropped kerbs, good visibility and connections to public transport is important for her when travelling with children and buggies.

ZEINA



Lives alone on the outskirts of Edinburgh. She travels on public transport to access her shift work at a hospital at varying times of day and night, and on foot to places of worship and to visit friends and family. Lighting and areas with lots of activity are important for Zeina particularly when travelling alone in the hours of darkness to / from her shift work.

AGNES



An older person who lives in a deprived area in the outskirts of Edinburgh. She travels into the city for social, healthcare and leisure purposes in daytime hours. Agnes is car reliant due to mobility restrictions and often relies on lifts from her family and friends. Physically accessible space that includes seating and minimises walk distances to different facilities are important for Agnes.

FIONA



A professional who works and lives within central Edinburgh. She travels mostly by walking, cycling or public transport. Well-lit and visible cycle parking, and routes to public transport are important for Fiona. Often travelling alone, Fiona chooses routes that provide surveillance but do not overwhelm her with significant activity. Multiple route options that are well lit are important to Fiona.

IRIS



A high school student living in the city centre with her family. She is new to travelling independently and is beginning to travel across the city to access education, and visit friends. She uses public transport or walking and does not have access to a car. Areas with lots of positive human activity are important for Iris, with easy public transport links, as she learns to navigate the city independently.

ELSPETH



Lives on the outskirts of Edinburgh and works from home. She takes her child to school in her wheelchair. Travel into the city for leisure is made by car or public transport. Physically safe and accessible street space is important for Elspeth, with limited street clutter or barriers, particularly when travelling with her daughter.

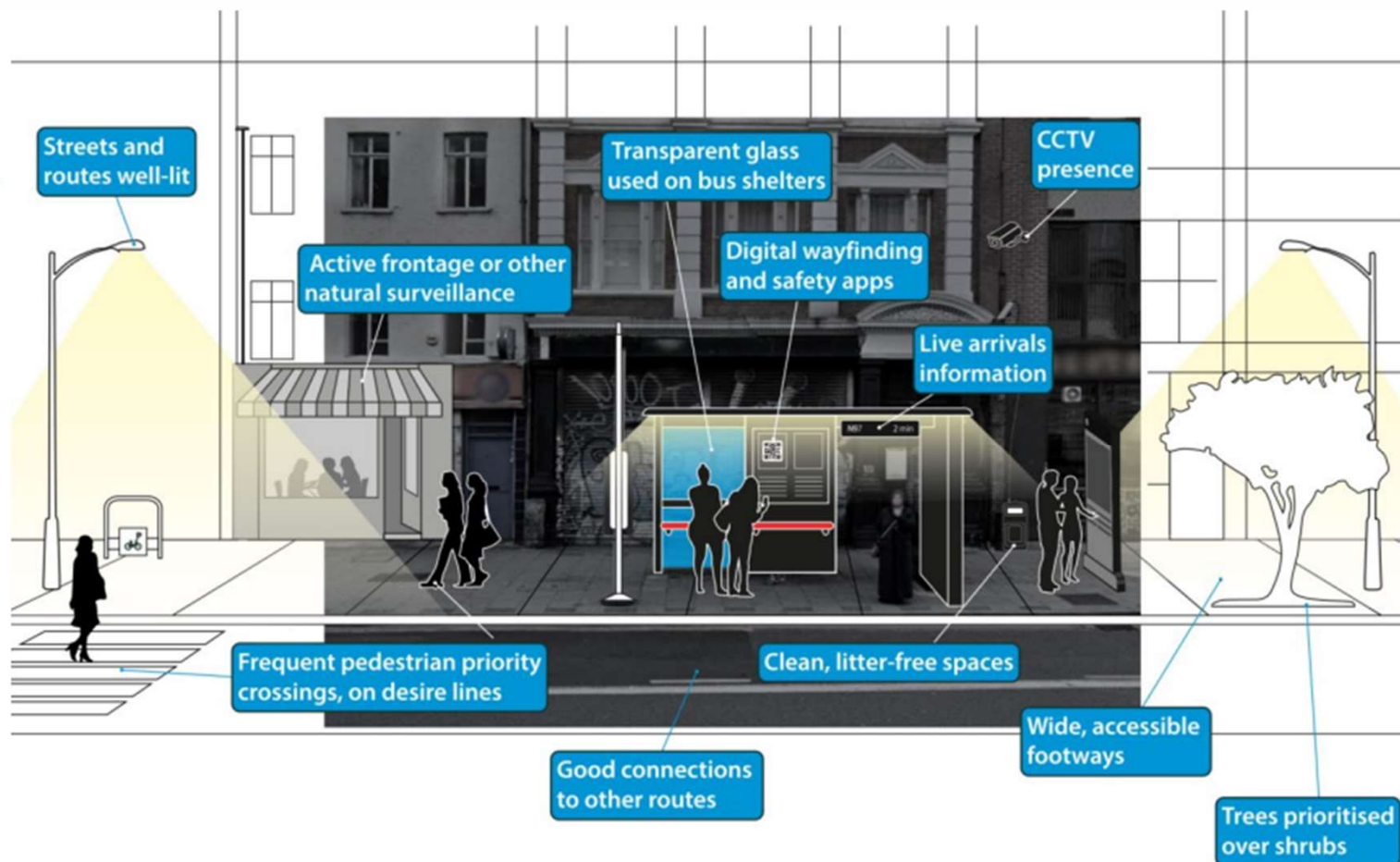
Design Principles for Women's Safety

Three core themes that enhance perception of safety for women and girls in street design

Layout and legibility

Usability and comfort

Eyes on the street



Example women's safety principles in a typical street setting

Image adapted from Getting Home Safely (atkinsrealis.com)

Applying Women's Safety Principles

Layout and Legibility

Structured similarly to other Edinburgh Street Design Guidance Factsheets, with good and not-so-good examples illustrating principles

LL1 - Connectivity and permeability

Presence of a network that allows those walking, wheeling and cycling to make frequent route choices. This should be considered for both permanent and temporary fixtures in construction environments associated with street development.



Good connections to other routes to allow route choice (ideally around 50m apart or less, depending on townscape).



Lack of route choice and poor connections (alternative routes greater than 150m apart).

LL2 - Crossing points

Frequent crossing points such as zebra crossings or single stage crossings that are level with the carriageway, on desire lines, link key destinations and provide multiple opportunities for crossing without excessive wait times.



Formal controlled pedestrian crossings at street level meet desire lines for crossing busy roads, with either zebra crossings or single stage user-friendly crossings such as puffins.



No formal or accessible pedestrian crossings, or only overbridges / underpasses / subways, which many users find uncomfortable.

LL3 - Legibility of routes

Presence of measures to provide route legibility, i.e., natural wayfinding measures as well as street signs, wayfinding signage, fingerpost signs etc.



Good natural route legibility, with good inter-visibility. Street signs are present and visible. Presence of wayfinding signage. Presence of natural wayfinding e.g. public art, landmarks, signed junctions.



No street signs, wayfinding or navigation signage, and poor natural wayfinding.

Applying Women's Safety Principles

Useability & Comfort

UC1 - Street lighting

Presence of consistent lighting (relative to setting) including in alleyways, underpasses, car / cycle parking, electric charging points etc. Installed to current design standards and clear of obstruction (i.e. overgrown vegetation).



Consistent lower-level lighting / luminaires at regular intervals that show a clear route with no obstructions or dark areas due to glare and contrast.



Inconsistent lighting with strong contrast and glare creating dark areas or overgrown vegetation near existing lamp columns that obstructs visibility.

UC2 - Footways

Consistent clear footway widths that are maintained in good condition and free of street clutter for pedestrian movement.



Consistent footway width of 2m or more. Footways and crossing points in good condition, level and stable with no trip hazards, evidence of pooling water or obstructed by excessive street clutter.



Inconsistent footway width or widths less than 1.5m. Significant defects or uneven surfaces that could contribute to trips / falls or difficulty for wheelers. Excessive street clutter that reduces widths.

UC3 - Seating

Seating positioned where there is good lighting, visibility, natural surveillance, and CCTV surveillance (where appropriate) as well as sufficient space for access and movement. Consider use of [social seating](#) (where appropriate)



Seating located in areas that are well lit and with good surveillance. Inclusion of accessible and ergonomically designed seating.



Seating / benches located in areas which are inaccessible, poorly lit, concealed and with poor natural surveillance.

UC4 - Vegetation

Vegetation, including rain gardens and sustainable drainage systems, when well established, add to the overall environment of the street, but should not create visual or physical barriers through dense or unmaintained shrubs at ground level.



Trees should be planted with min. 2m clear space around the trunk and maintained to allow safe pedestrian movement. Vegetation (ground cover, underplanting, etc.) <1m in height.



Height clearance of trees and overgrown vegetation obstructs pedestrian movement.

UC5 - Public transport stops

Presence of public transport stops with good lighting, glass shelters for visibility and natural surveillance, seating, real time information, wayfinding and promotion of adopted safety apps.



Public transport stops are well-lit with good surveillance, visible seating, real time information, wayfinding and promotion of safety apps.



Public transport stops are in poorly lit areas with no shelter, surveillance, seating, real time information, wayfinding or promotion of safety apps.

UC6 - Cycle / scooter parking

Presence of cycle / scooter parking that is well lit, located close to junctions and crossings for accessibility whilst maintaining safe distances required by the ESDG (G6 and G4 factsheets).



Cycle / scooter parking are located every 100-150 m on shopping streets or at every trip generator (schools, libraries, etc.) These spaces should be well-lit and have good surveillance and sufficient space for access.



Cycle / scooter parking is located in areas which are poorly lit, have poor surveillance, obstruct pedestrian desire lines or crossings and contribute to reducing the clear footway zone.

Applying Women's Safety Principles

Eyes on the Street

ES1 – Street use and activity

Presence of human activities on the route which make people feel safer, e.g. people waiting at bus stops, other pedestrians (walking), people sitting outside cafes. Presence of a mix of land uses fronting the site that are operational across the day (active frontage).



High levels of positive on-street activity during daylight hours, multiple diverse activities and users throughout the day.



No significant positive on-street activity during the day. Issue is exacerbated in hours of darkness.

ES2 – Building frontages

Presence of transparent (not privacy) glass frontages at ground level allowing people to see into and out of the building. In the case of new developments, providing a mix of uses to ensure social activity in the daytime and evening.



Transparent frontages that provide more visibility to the activity inside. Active frontage along majority of route which includes a range of amenities which are open during daytime and evening.



No active frontage or potential relationship between activity inside and outside.

ES3 – Hidden corners

Presence of hidden corners / areas where people could hide e.g., alleyways, underpasses, tunnels, recesses. Hiding places created by poor positioning and storage of large items on / along street e.g., commercial bins / contractors' containers, parked cars, grit bins.



Avoiding hidden corners / areas maximising visibility, passive surveillance and opportunities for escape.



Multiple hidden corners / areas where people could lurk / hide restricting visibility, passive surveillance and opportunities for escape.

ES4 – Walls or barriers

Walls or barriers are kept to a minimum with clear entrances and exits providing users good inter-visibility.



No walls or barriers or if present are <1m in height, discontinuous, and promote good inter-visibility. Wide entrances and clearly visible exits.



Walls or barriers are >1m in height for walking routes with long and continuous sections or dead ends, limiting safety and opportunity for escape.

ES5 – Carriageway activity

Presence of low speed, low volume vehicular traffic, and/or high levels of cycle traffic, offering passive surveillance and interaction with pedestrians.



Low speed, low volume vehicular traffic passing through main roads that may allow interaction between pedestrians and carriageway users if needed, whilst promoting a pedestrian-friendly space.



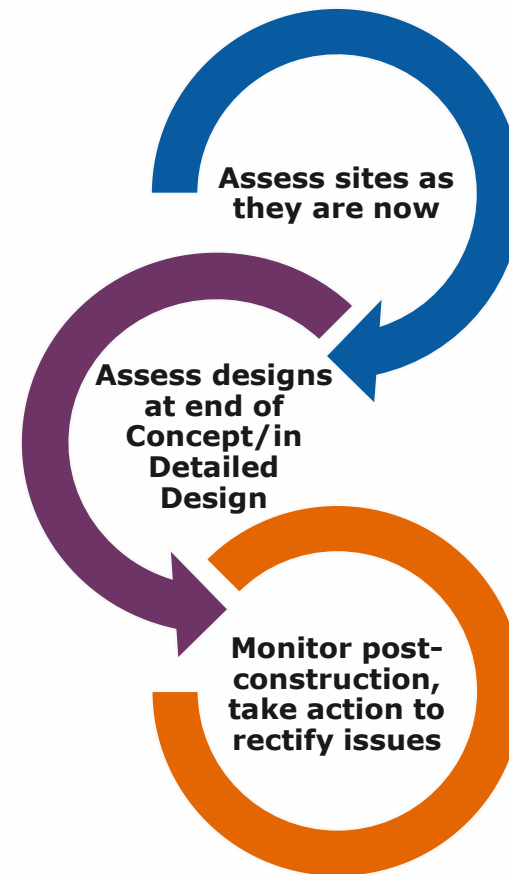
High speed and volume of vehicular traffic, and low cycling levels, resulting in little opportunity for interaction if needed and creating physical barriers to crossing the road.

Women's Safety Audit Proforma

A **women's safety auditing proforma tool** is included on the ESDG webpages to inform preparation of scheme proposals and concept designs.

Follows RIBA stages with targeted assessment:

1. Locations pre-intervention
2. Once Concept Designs are complete
3. Assessing success once project is constructed



Engagement & scheme application

- Engagement:
 - Suggested questions given
 - Types of stakeholders, topics for engagement & methods
- Scheme application:
 - Examples given in the toolkit of how to apply women's safety principles
- Moving forward

SPOKES focus topics & Questions

Discussion / questions