

The City of Edinburgh Council

# ACTIVE TRAVEL ACTION PLAN



## 2016 Refresh



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# Foreword to 2016 Plan

In September 2010, the City of Edinburgh Council approved the first edition of this Active Travel Action Plan (ATAP). The plan was a groundbreaking document setting out a practical set of actions aimed at increasing the levels of walking and cycling in Edinburgh.

Over the last five years we have made a lot of progress. We estimate that cycling has risen by around 50% and that walking has increased slightly from already high levels. We are investing at record levels; the Council's budgetary commitment to cycling is seen as an exemplar across the UK.

Edinburgh is very well suited to active travel. It is compact and for many residents, work, shop and play are all within easy walking or cycling distance. Over 70,000 people live within a 20 minute walk of Princes Street. In most of suburban Edinburgh, between a third and a half of all journeys to work are 1 to 3 miles long; that's a 5 to 20 minute bike ride.

Walking and cycling meet so many objectives that they deserve to be strongly promoted. They have minimal environmental impact, they are good for health, they are affordable and sociable, and investment in them brings significant economic returns. **The ATAP sets out to deliver all of these benefits by enabling more people in Edinburgh to cycle and walk, more safely and more often.**

Edinburgh's residents already walk over one third of all their journeys. We want to further increase this impressive figure.

Edinburgh has promoted cycling since the mid 1980s. The percentage of residents cycling to work has risen from 1.9% in 1991, 4.9% in 2011, with the Council's 2015 estimate being 7.3%. The ATAP seeks to grow the percentage further to 15% by 2020, with a 10% by bike target for all trips. This is very ambitious but we believe it is achievable.

Achieving our ambitions requires real changes and investment. For example, the 20mph speed limit about to be rolled out will improve

travelling conditions across the city for both walking and cycling. The developing 'QuietRoutes' network seeks to make travel by bike attractive to many more people by joining to a wider range of destinations via routes where users won't encounter busy or fast traffic. In parallel, the 'Cycle Friendly City' programme aims to make the whole road network as safe and attractive as possible for cycling. We see an increasing role for segregated cycle lanes in both programmes. As we move forward there is scope to better integrate both walking and cycling with public transport.

We believe that implementing this plan is making a real, positive difference to Edinburgh. Why? Because more walking and cycling reduces pollution, cuts congestion and improves health and fitness. Because the kind of things we need to do to encourage more people to cycle and walk, will help make Edinburgh a better place to live; streets that are easier and friendlier places to walk and cycle are more civilised and safer for everyone. As we make progress, more and more people have a real choice to use these cheap, convenient, sociable and enjoyable ways of getting around our great city.

The ATAP was developed and is being delivered in partnership with Sustrans, Paths for All, NHS Lothian, Transport Scotland, Spokes, Living Streets Scotland, and many others, including Edinburgh's universities and colleges, as well as Essential Edinburgh. We look forward to continuing to work with these and other partners to deliver the ATAP.



Councillor Lesley Hinds; Convenor of Transport and Environment Committee

# Progress since 2010

Progress with implementing the ATAP since 2010 is summarised below.

## Joint Actions

- Implementation of a 20mph speed limit pilot over a wide area in South Central Edinburgh followed by consultation on a citywide roll out in residential and shopping streets, the implementation of which will commence in Spring 2016.
- Introduction of winter maintenance to the off-road path network.
- Parts A and B of Edinburgh's new Street Design Guidance were approved by the Transport and Environment Committee on 25 August 2015 and by the Planning Committee on 3 October 2015.
- Completion of 35 School Travel Plans – each setting out a path to increasing sustainable and active travel at the school concerned.
- Implementation of six pilot 'School Streets', amongst the first in the UK, in September and October 2015. A further four are scheduled for implementation in March 2016.
- Commencement of a range of marketing activities. These include active travel planning with major public and private sector employers, the roll-out of a multi-platform advertising campaign of On Foot by Bike, supported by the Scottish Government's Smarter Choices, Smarter Places funding.
- QuietRoutes investments in an off-road route from Leith to Portobello, surfacing and lighting the Restalrig rail path from Lochend to Seafield and improvements in the city centre to Bruntsfield route at Argyle Place and South Meadow Walk, have all significantly improved conditions for both pedestrians and cyclists.

## Walking

- Changing prioritisation of footway maintenance to give greater emphasis to Edinburgh's busiest footways.
- Introducing a method to guide the future removal of guardrail in the city.
- Upgrading of pedestrian crossings in conjunction with the Council's road safety and traffic signals maintenance programmes.
- Implementation of the George Street trial pedestrian priority project – 74% of street users felt the project improved the street.
- Installation of new signalled crossings, zebra crossings and refuge islands.
- Introduction of 270 dropped crossings in the East Neighbourhood Area in a project aimed at improving access to shops and services for pedestrians, especially for those with mobility impairments.

## Cycling

- Launching, following market research, of the 'QuietRoutes' name, for the developing network of routes aimed at people who are not confident cycling in busy traffic.
- In addition to the projects mentioned under 'cycling and walking', the following route improvements have been implemented:
  - National Cycle Network (NCN) route 1 from Haymarket to Queensferry via the A90 improvements (52% increase in cycle use 2011-14).
  - Leith to Portobello – improvements in Leith Links (21% increase in use 2013-14).
  - New NCN route 75 link from the Meadows to the Innocent Railway path, included protected on-road cycleways and a major upgrade of North Meadow Walk (44% increase in cycle use 2011-14).
  - Also on NCN route 75 (and 754), improvements to the Union Canal Towpath (surfacing and LED lighting) and reconstruction of the junction of Fountainbridge and Gardner's Crescent at the end of the canal.
  - New off-road cycleway from Gilmerton across the city bypass to Loanhead.
  - Route from Craigeith on the North Edinburgh cycle network to the Botanic Gardens has been upgraded.
  - On-road cycle improvements between George IV Bridge and King's Buildings.
- Signing of several QuietRoutes, including 6 (Meadows to Kings Buildings), 8 (Roseburn to Edinburgh Park), 9 (Roseburn to Gyle), 10 (Leith to Portobello) and 20 (Lochend to Craigeith).
- Installation of six pilot residential bike parking stores.
- Bikeability training for 70% of Primary 6/7 Children, up from 31% in 2009/10.
- Completion of the first stage of the 'Bike Life' project, involving presentation of a wide range of information on cycling in Edinburgh, from bike ownership to the attitudes of Edinburgh citizens towards investment in cycling.

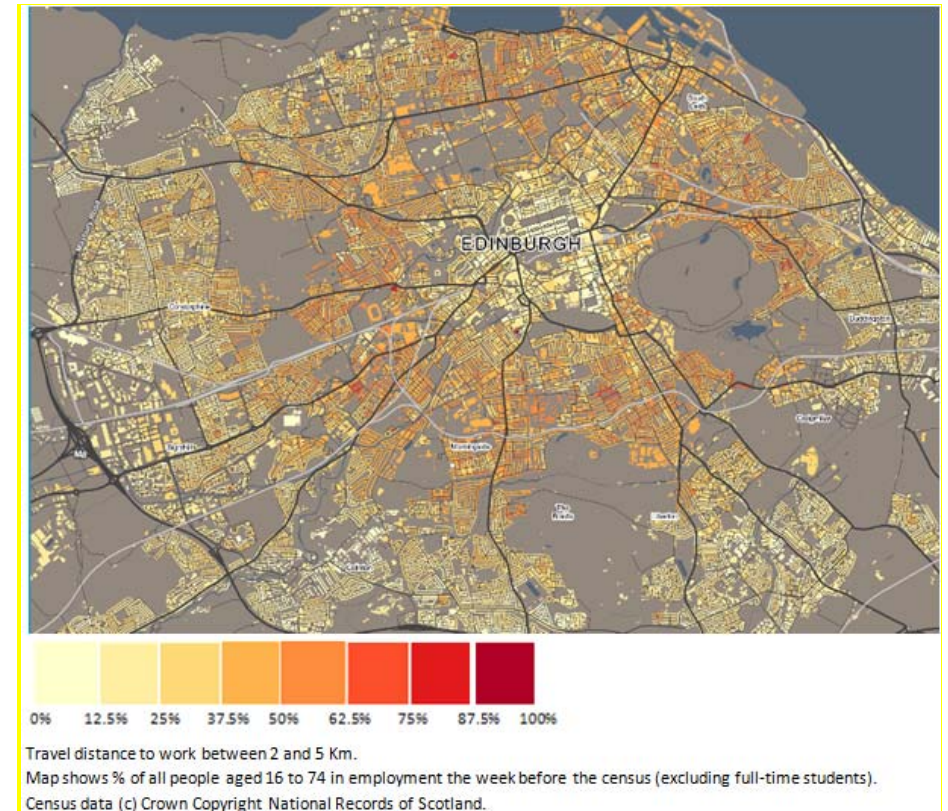
# Introduction

Active travel is at the heart of the Council's Transport 2030 Vision and its Local Transport Strategy 2014-19 (LTS), as well as the Road Safety Plan for Edinburgh to 2020. It can make a big contribution to many Single Outcome Agreement (SOA) objectives including on health, the environment and economic development. Active Travel will also directly contribute to the targets set out in the Cycling Action Plan for Scotland and the National Walking Strategy.

## Transport 2030 overall vision

'By 2030, to make Edinburgh's transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe.'

Active travel has huge potential in Edinburgh. Perhaps the most striking evidence of this is the high proportion of trips that are less than 5km (3 miles) long. Around three quarters of all journeys in the city are in this distance bracket, a distance ideal for walking and cycling. Furthermore, all public transport trips involve an active travel component.



Data for the past 25 years reveals that travel by Edinburgh residents has been getting more active, at least for the journey to work.

Cycling to work in particular has shown a strong increase. For other purposes, travelling actively seems to have been roughly stable. However, it is encouraging that school children are more active than their parents; almost two thirds travel to school on foot or by bike.

Year	Travel to Work (%)			Travel to School (%)			Travel as a main mode (%)		
	Walk	Bike	Active Travel	Walk	Bike	Active Travel	Walk	Bike	Active Travel
1991	14.9	1.8	<b>16.7</b>						
1999-00	17.0	3.0	<b>20.0</b>	61.0	1.0	<b>62.0</b>	24.0	1.0	<b>25.0</b>
2001-02	17.2	4.1	<b>21.3</b>	58.0	1.0	<b>59.0</b>	24.0	2.0	<b>26.0</b>
2003-04	18.1	4.3	<b>20.4</b>	56.0	1.0	<b>57.0</b>	22.0	2.0	<b>24.0</b>
2005-06	17.9	4.9 <sup>2</sup>	<b>21.3</b>	60.0	1.0	<b>61.0</b>	19.0	2.0	<b>21.0</b>
2007-08 <sup>1</sup>	20.1	4.9 <sup>2</sup>	<b>26.1</b>	64.3	1.8	<b>66.1</b>	34.1	1.6	<b>35.7</b>
2011 <sup>3</sup>	18.2	4.8	<b>23.0</b>	61.6	1.4	<b>63.0</b>	35.0	2.0	<b>37.0</b>
2014-15 <sup>4</sup>	20.0	7.3	<b>27.3</b>	60.1	5.1	<b>65.2</b>	N/A	3.0	<b>N/A</b>

1) Scottish Household Statistics 2007-08

2) Cycling Data for 2005/6 and 2007/8 combined due to small sample size

3) Scotland's Census 2011

4) Scottish Household Survey 2015 and Edinburgh Bike Life report

In Edinburgh we want to realise the benefits that more active travel can bring. These include:

- Better health – active travel is a simple, low-cost and effective way to incorporate physical activity into daily life.
- Better road safety – there is evidence of a ‘safety in numbers’ effect for cycling. More cycling means safer cycling.

- A better environment – active travel can replace many short car journeys reducing traffic, air pollution, noise and the visual impact of traffic in urban areas together with contributing to the reduction of greenhouse gas emissions.
- Benefits to businesses – people who travel on foot or by bike tend to be healthier, be absent less often and more productive.
- Wider economic benefits – walking and cycling make very efficient use of road space, so helping to reduce congestion. Good environments for walking can also encourage people to linger and spend more.
- Social benefits – when people walk and cycle around their neighbourhood they are much more likely to meet and interact, creating community cohesion. People walking and cycling provide ‘social supervision’ helping make our streets safer places to be.
- Improved quality of life – the combined benefits of more people getting about on foot and by bike add together to give a better overall quality of urban life.

## Active Travel, Health and the Economy

Adults who are regularly physically active have 20 to 30% reduced risk of premature death and up to 50% reduced risk of developing major chronic diseases such as coronary heart disease, stroke, diabetes and cancer.

According to a previous Scottish Government publication<sup>1</sup>, a 1% reduction each year in the number of inactive Scots for the next five years would result in:

- £3.5million savings to the NHS through reduced annual admissions;
- 157 less deaths from coronary heart disease, stroke and colon cancer related to inactive lifestyles; and
- 2,839 life years saved from reducing these overall deaths, resulting in an estimated total economic benefit of £85.2million.

Other benefits of regular physical activity are better mental health and reduced employee absence.

Active travel can incorporate regular physical activity in to people's everyday lives and therefore has significant potential to improve the health of the city's residents. Cycling England estimated that investment in their Cycling Demonstration Towns provided economic returns of at least £3 for every £1 invested when improvements in health are taken in to account<sup>2</sup>.

1. How can transport contribute to public health? Briefing paper 5, Glasgow Centre for Population Health, November 2007.
2. Cycling Demonstration Towns - Development of Benefit-Cost Ratios, Department for Transport, February 2010.



# Objectives and Targets

Bearing in mind the benefits of Active Travel, the core objective of this Active Travel Action Plan is **to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure.** More information on the Council's objectives for walking and cycling are set out in its Local Transport Strategy.

**The plan will seek to work towards its core objective by:**

- improving the city's walking and cycling infrastructure (maintenance, management, new provision, good design);
- marketing of the opportunities to walk and cycle in the city (signing and mapping of cycle routes) and promoting walking and cycling (for instance seeking to overcome social barriers to cycling); and
- training children to cycle.

In implementing the Active Travel Action Plan, we will consider the needs of all sections of the community, particularly those with more restricted mobility and/or other disabilities.

## Targets

Indicator	2014/15 data	2020 target
<b>Walking - share of Adult residents trips</b>		
% of all Edinburgh residents' trips	32% <sup>a</sup>	35%
% of trips to work by Edinburgh residents.	20%	21%

Indicator	2014/15 data	2020 target
<b>Cycling - share of Adult residents trips</b>		
% of all Edinburgh residents' trips	3%	10%
% of trips to work by Edinburgh residents.	7.3%	15%
<b>Walking and Cycling to primary school<sup>a</sup></b>		
% of primary age children walking to school	60.1%	Increase
% of primary age children cycling to school.	5.1% <sup>c</sup>	Increase
<b>Improving Safety</b>	Count data should be available from 2016 to allow calculation of these indices	
Casualty rate index - walking		
Casualty rate index - cycling.		
<b>School cycle training</b>		
% of P6/P7 children provided with on-road cycle training.	63%	72%
<b>Satisfaction with Environment</b>		
% satisfied with maintenance of pavements and footways for walking	50% <sup>b</sup>	Increase
% satisfied with Edinburgh as a good place to ride a bike.	52% <sup>c</sup>	Increase

Notes:

- Data unreliable as from small sample. From 2016 counts should enable more accurate estimates of year to year trends.
- Edinburgh People's Survey 2014
- Sustrans Bike Life report 2015

# Joint Actions

The core of this plan is the actions themselves. These are set out in three chapters covering; joint (walking and cycling) actions, walking actions and cycling actions. Joint actions that will influence both walking and cycling are set out in this chapter, with further detail in Appendix A.

## Summary of joint actions

Complete the updating of the Edinburgh Street Design Guidance, including training, during 2016.

Review operation of the city's signalled junctions and crossings by Spring 2017 with a view to achieving a balanced allocation of time between different modes that helps to encourage walking and cycling.

Continue safer routes to school and school travel plan programmes until all primary schools have implemented travel plans and can be accessed, on foot and by bike, through safer and more convenient routes. Complete School Streets pilot programme and roll out if successful.

Roll out a 20mph speed limit across the city in accordance with the plan agreed in March 2015.

Implement an Active Travel Marketing Strategy to coordinate marketing and promotion initiatives.

## Edinburgh Street Design Guidance

The new guidance will assist the development of walking and cycling actions that are influenced by the built environment and how it is designed, upgraded and maintained. The Council has recently adopted Parts A and B of the new Street Design Guidance.

This guidance seeks to put the role of streets as places, as well as encouraging walking and cycling, at the heart of street design. Parts A and B set out objectives and principles for design. Work is now underway to produce Part C, the detailed guidance. This will replace several existing documents including 'Movement and Development' (2000) (Transport guideline for new developments), the 'Edinburgh Standards for Streets' (2006) (guidance focusing on existing streets), the 'Cycle Friendly Design Guide' (1997) and the 'Bus Friendly Design Guide' (2005).

Training of those who plan, design, construct and maintain our streets (including staff working for the developers who build new streets), is central to the successful achievement of this action.

## Signalled Junctions and Crossings

The operation of traffic signals at junctions and crossings allocates time and therefore priority amongst road users. We will review this process with the aim of producing a policy-driven protocol. The guiding principle of this review will be seeking to prioritise walking, cycling and public transport use. It is worth noting that there will inevitably be conflicts, for example between minimising delays to bus and tram services on the one hand and pedestrians on the other.

## School Travel and School Streets

The Council has completed 20mph zones around all Edinburgh schools and continues to improve safety features around schools on a case by case basis.

The Council's School Travel Coordinators have already approached every school regarding adopting a school travel plan. Currently [95%] of all primary schools, [15%] of all secondary schools and [8%] of private schools in Edinburgh have a travel plan, or are working to adopt one. Our School Travel Coordinators are supporting schools in undertaking activities such as; 'walking buses', 'cycle trains', 'walk once a week', 'bike to school week' and 'travel-buddies'.

We have recently (Autumn 2015), introduced six pilot 'school streets' where roads are closed to most motorised traffic at school opening and closing times. A further six pilots will be put in place during 2016. Subject to a successful outcome, we will roll out this approach to suitable schools across the city.

## 20mph Speed Limits

Following a successful pilot in South Central Edinburgh the Council has approved a large-scale roll out of 20mph speed limits in the city to cover all shopping streets, the whole city centre, all primarily residential streets and many other streets. Under this roll out nearly 80% of the entire road network of Edinburgh will have a 20mph speed limit. The impacts of this on casualties, attitudes and behaviour will be carefully monitored.

## Marketing and Promotion

Marketing and promotion is central to increasing the number of people walking and cycling. During 2015/16 the 'Smarter Choices, Smarter Places' programme has enabled the Council to; adopt the On Foot By Bike identity, refresh all its active travel marketing material and carry out a number of marketing initiatives. A marketing strategy will guide future initiatives. As part of this strategy, the Council and its partners will:

- promote walking and cycling as desirable means of transport, as well as for recreation and health;
- carry out corridor or destination based promotion;
- promote active travel in workplaces/travel plans;
- seek to maintain existing initiatives to increase walking for health, focussing on deprived areas;
- work together to support local initiatives to promote walking and cycling; and

- communicate and promote activities through a unified campaign and web and paper-based information.



A series of new leaflets have been produced using the On Foot By Bike logo. The On Foot By Bike campaign identity and the associated design and imagery was all market tested.

On Foot By Bike

How do you choose to travel?

Leith - Pilrig - Newhaven  
Granton - Inverleith - Stockbridge  
New town - City centre

Have fun discovering Edinburgh On Foot, By Bike.

For more information and to view maps on getting around Edinburgh on foot and by bike go to:  
[edinburgh.gov.uk/cyclewalkmap](http://edinburgh.gov.uk/cyclewalkmap) or give us a call on 0131 469 3778.

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# Walking Actions

Almost everyone walks either as a form of transport or for leisure and it is ideal for short journeys because it is free, congestion and pollution-free, efficient, reliable and healthy.

More people walking cuts traffic, reduces congestion, improves local air quality and reduces the risk of respiratory diseases. An enhanced pedestrian environment creates activity on the street, which can improve personal safety and security and also reduce vandalism. Walking also creates a better urban realm and 'feel', which adds to the quality of life for residents and visitors alike. It can also help the local economy and boosts Edinburgh's tourist economy as, for example, in Edinburgh's Royal Mile.

When incorporated as a regular form of physical activity, walking can significantly reduce the risk of obesity, diabetes and cardiac diseases, amongst many other health problems.

Edinburgh already has a comprehensive network of pavements and footpaths and extensive facilities like pedestrian islands and puffin and toucan crossings to help pedestrians to cross the road. However there is scope for improvement such as; improving maintenance of our pavements, making all our crossing places fully accessible and reducing delays for pedestrians when using traffic lights.

## For walking, the ATAP aims to:

- improve the walking environment, especially on corridors that are important for pedestrian activity and movement;
- make improvements both through new projects (including public realm improvements) and maintenance;
- improve existing expertise in the creation of high quality pedestrian environments and public realm, information, marketing and promotion;
- ensure the pedestrian environment is accessible to all;
- better integrate walking with public transport and cycling; and
- promote walking as a transport mode of choice.

## Walking Potential

Edinburgh is already a very walkable city in comparison to other urban areas in Scotland. Walking in Edinburgh comprises around:

- 32% of all trips as the main mode;
- 60% of child journeys to school; and
- 19% of journeys to work.

However there is still great potential to increase walking:

- 43% of all journeys made in Edinburgh are less than 2 km long (less than 30 minutes walk);
- 16.5% journeys are 1 to 2 km long (15 to 30 minutes walk); and
- 27% of journeys are shorter than 1 km (less than 15 minutes walk).

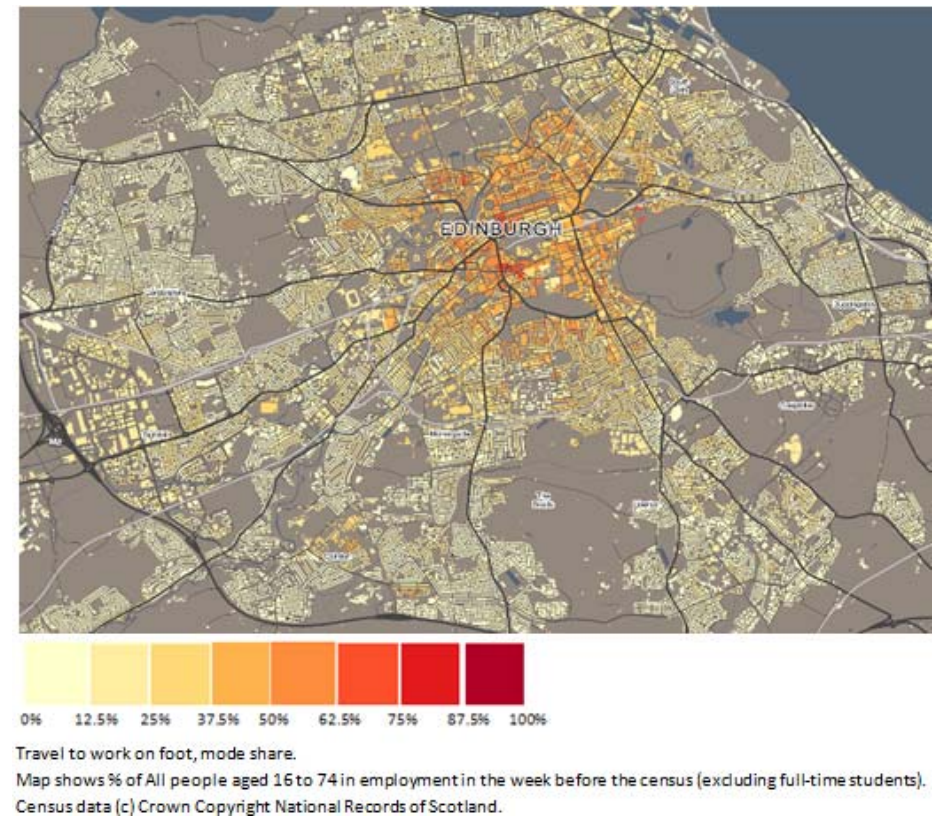
Many people already walk:

- 86% of adults in Edinburgh make at least a trip on foot as a means of transport and 54% just for pleasure or to keep fit at some point during a typical week;
- 24% of adults walk as a means of transport often (between three and five days) while 12% walk just for pleasure or to keep fit; and
- 47% of adults walk as a means of transport regularly (on six or seven days) while 19% do so just for pleasure or to keep fit.

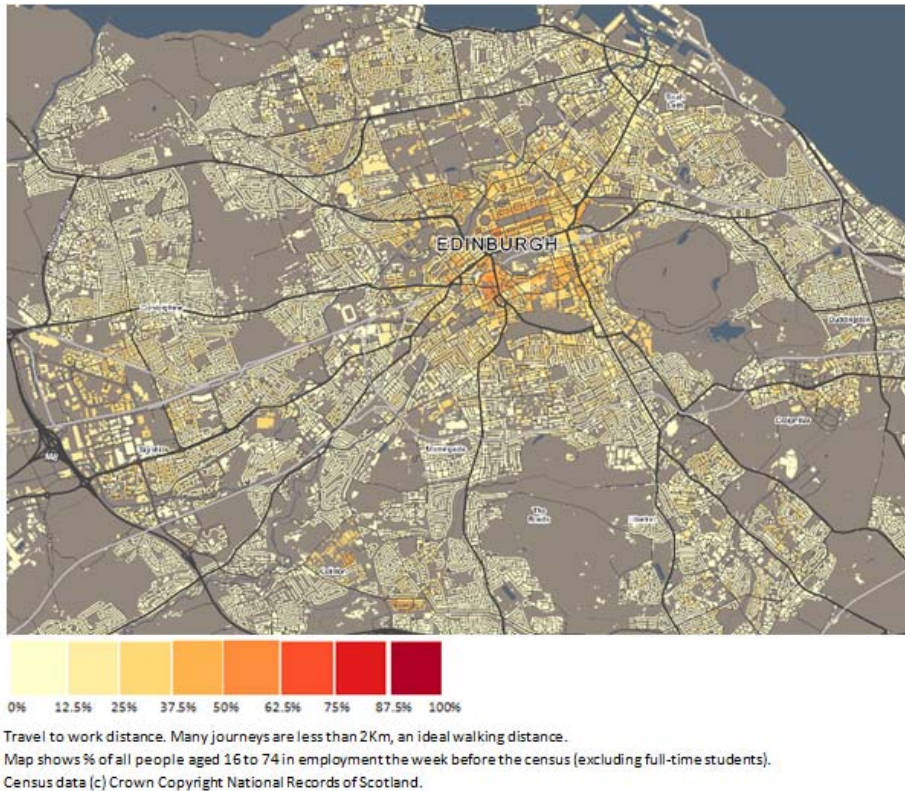
Analysis of Travel to Work data indicates that in most parts of Edinburgh walking mode share could be increased by 10 to 20%.

The plans illustrate the significant potential to further increase walking in Edinburgh. Trips of less than 2km represent a walk of less than 25 minutes for most adults.

People walking to work in Edinburgh



Trips to work that are less than 2Km:



The walking actions developed as part of this ATAP are informed by ‘the five C’s’, which have been identified as vital characteristics of walkable cities. These are:

- Connected** It must be easy to walk from place to place without encountering dead ends or difficult road crossings;
- Convenient** Routes need to be direct without unnecessary detours; shops, jobs, services and homes need to be as close together as possible;
- Comfortable** Footway and footpaths need to be well maintained and wide enough, well lit and to offer shelter and resting places;
- Convivial** Pedestrian routes need to be friendly, attractive, interesting and litter free; and
- Conspicuous** Pedestrians need to be acknowledged as a form of traffic, and they need to become significant in people’s minds. Pedestrian facilities and the places people want to reach on foot need to be clearly identifiable and well sign posted.

The Joint Actions chapter set out common actions relating to both walking and cycling. This chapter includes actions that solely relate to walking. These are summarised below and detailed further in Appendix B.

## Walking actions summary

**Infrastructure – priority corridors and areas.** Commence a programme of upgrades of the pedestrian environment targeted at corridors and areas that are important for pedestrian movement and activity.

Based on street design guidance street types, review prioritisation of footway maintenance to improve further its alignment with pedestrian movements and activity.

Using the new Street Design Guidance, upgrade conditions for pedestrians as a routine part of both footway and carriageway renewals projects.

**Infrastructure – integration with public transport** - Produce a priority list of bus stops for improved access and implement a programme of improvements, with an initial target of 20 bus stops per year.

**Infrastructure – improving accessibility and removing obstructions –** Implement a programme of accessibility improvements including dropped kerbs, raised crossings and guardrail removal.

**Signing and promotion** - Review pedestrian signing and wayfinding, and subject to funding implement improved wayfinding.

Increase the promotion of walking as a means of transport as part of an active travel communications strategy.

## Prioritisation of Areas and Corridors for Investment and Maintenance

It is unlikely that sufficient funds will be available to carry out comprehensive improvements to the pedestrian environment across the whole city in the short to medium term. Therefore some form of prioritisation is required. It is also important that we prioritise and target maintenance, as some streets are far more important for pedestrians than others. The Street Design Guidance Street Framework can be used to assess streets' importance for pedestrians as it identifies shopping areas, local centres, the city centre and roads in high density residential areas. A number of streets have been identified in the action plan for attention in the short term. Actions include seeking to reduce pedestrian delays at crossings on Princes Street, the refurbishment of parts of Rose Street and improvements to Hanover Street and Frederick Street as part of renewals projects.

## Improving Routes to Public Transport

Public transport is only ever part of a door to door journey, and most public transport trips involve walking at each end. Better and easier to use routes are important in making public transport stops accessible to as many people as possible. Public transport is particularly important for people in less affluent areas of the city and for those on low incomes. It also has important social benefits, for instance to older people.

We will therefore embark on a programme to improve the quality and convenience of walking routes to and from bus and tram stops and rail stations, in so doing ensuring we meet our Equality Act duties.

## Crossings and Junctions

We will improve the pedestrian experience in Edinburgh by enhancing crossing and junction facilities. We will:

- continue to meet our duties under the Equality Act 2010 by upgrading crossing points with dropped kerbs and tactile paving, implementing a programme of improvements guided by a comprehensive audit;
- give pedestrians more priority at traffic signals;
- further revise design guidance for junctions to favour pedestrians, for example by minimising crossing distances between pavements and creating tighter corner radii at junctions to improve sight-lines;
- pilot the introduction of formal 'X' crossing(s), which allows people to cross junctions diagonally, at key junctions to help pedestrians to take the most direct crossing line; and
- Pilot the use of 'countdown' indicators.

## Street Clutter

Over the years there has been a gradual build up of street furniture, including traffic signs, waste bins, "A-boards", bollards and guardrails. These are sometimes unsightly and are not in keeping with Edinburgh's environment, or with our aim to allow pedestrians to move around without obstruction.

The Edinburgh Street Design Guidance seeks the removal of street clutter. A 'de-cluttering' pilot was completed in George Street to assist with the removal of unnecessary street furniture. Further work is underway to develop this into a workable method for wider application as part of the Street Design Guidance Part C. This needs to take into account all users' needs, including those who cannot walk far without resting.

## Guardrailing

Following the adoption of the ATAP in 2010 the Council produced a protocol for guardrail assessment in 2012. Some guardrail has been reviewed and removed since then; however much remains. We will seek to take forward a programme to systematically review that which remains, with a presumption in favour of removal.

In some locations guardrailing is utilised as cycle parking. The assessment procedure for removal of guardrailing will take into account these locations and replacement cycle parking will be provided.

## Tackling Footway Parking

Footway parking is an increasing problem that causes problems for pedestrians, especially people with disabilities, those with luggage or people pushing buggies or prams. The Council is seeking increased powers in this area from the Scottish Parliament and will use these when they become available.

## Signing and Wayfinding

We will review signing and wayfinding. In particular we are developing proposals for city centre wayfinding and integration of pedestrian and cycle signage.



## The Royal Mile Improvements

The quality of the historic environment of Edinburgh's High Street is important to the built heritage of the city. The distinct character of the Royal Mile encourages visitors to Edinburgh and is a key area for events during the annual Edinburgh Festivals and Festival Fringe. At such times, footfall on the Royal Mile is extremely high.

The City of Edinburgh Council has implemented a series of improvements to the High Street over the last two decades. In 1996, environmental improvements to the Royal Mile between George IV Bridge and St Mary's Street were undertaken. Following a 2003 study, improvements were also implemented in Castlehill, the Lawnmarket and in the Canongate as well as a partial pedestrianisation of the High Street between Cockburn Street and the City Chambers.

Improvements undertaken along the length of the High Street include:

- improved pedestrian crossing points;
- increased pedestrian space/pavement width with high quality materials;
- some seating
- phone boxes relocated to building's edge;
- improved links through closes all along the High Street; and

Further work has been undertaken in consultation with local residents and businesses, resulting in the Royal Mile Action Plan. This includes increased pedestrian priority west of St Mary's Street and traffic calming initiatives on the Canongate. The Council will seek to take this forward in partnership with others.

Edinburgh has implemented a series of improvements to its streets and squares in the last two decades, including; the Royal Mile, South Castle Street, Grassmarket and St. Andrew Square.



1. Castlehill



2. Lawnmarket



3. High Street Civic Zone



4. High Street Commercial Zone

# Cycling Actions

Cycling is cheap, convenient and healthy and can be a truly liberating form of travel. In the city it is often the fastest, most convenient way to get around; quicker than the car for many trips. Like walking or the car it offers great flexibility. Someone travelling by bike can choose their time of travel and their route. Cycling at several locations is generally easy and quick compared to other ways of travelling, with few parking constraints and no timetable to follow. The affordability and accessibility of cycling (there is no age barrier and no license required) mean it can be a realistic choice for most people.

Cycling has minimal environmental impact. Cyclists, like pedestrians, make streets feel 'lived in.' Therefore high levels of cycling are associated with a good overall quality of city life.

With the right conditions, cycling is fun and it is a great recreational activity in which the whole family can participate.

So why don't people cycle more? Barriers to cycling in Edinburgh include:

- safety, and perceived safety, especially on busy roads;
- lack of secure cycle parking, especially at home and work;
- hills, for some trips;
- weather, though Edinburgh is drier than most UK and many north European cities;
- cycle theft;
- lack of information and skills; and
- culture and attitudes.

By helping to overcome these barriers, we aim to unlock the City's cycling potential.

In May 2009, the Council signed the Charter of Brussels (full text can be seen in Appendix D) which committed us to:

- set a target of at least 15% of trips in the city made by bike for the year 2020; and
- set a target of reducing the risk of a fatal accident for cyclists by 50% by 2020.

## For cycling the ATAP aims to:

- transform conditions for cycling in the city such that many more people regard it as a realistic travel choice by:
  - delivering a citywide 'QuietRoutes' network that people perceive as safe and attractive;
  - reducing traffic speeds; and
  - adopting cycle friendly design principles for all streets.
- increasing cycle parking provision;
- promoting and marketing travel by bike;
- increasing mutual awareness and respect between cyclists, pedestrians and other road users;
- training children to ride bikes to help mainstream cycling as a form of transport; and
- improving coordination and partnership within the Council and between it and external organisations.

## Where have we come from?

Over a period of 35 years, accelerating since adoption of the ATAP in 2010, Edinburgh has gradually built up and extended its cycle network and improved conditions on the city's roads. We believe this is a key reason why cycling in Edinburgh has risen faster and to higher levels than in other Scottish, or indeed most UK, cities. Further improvements are essential to achieve the considerable potential for cycling which is highlighted below.

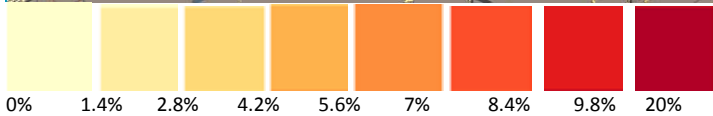
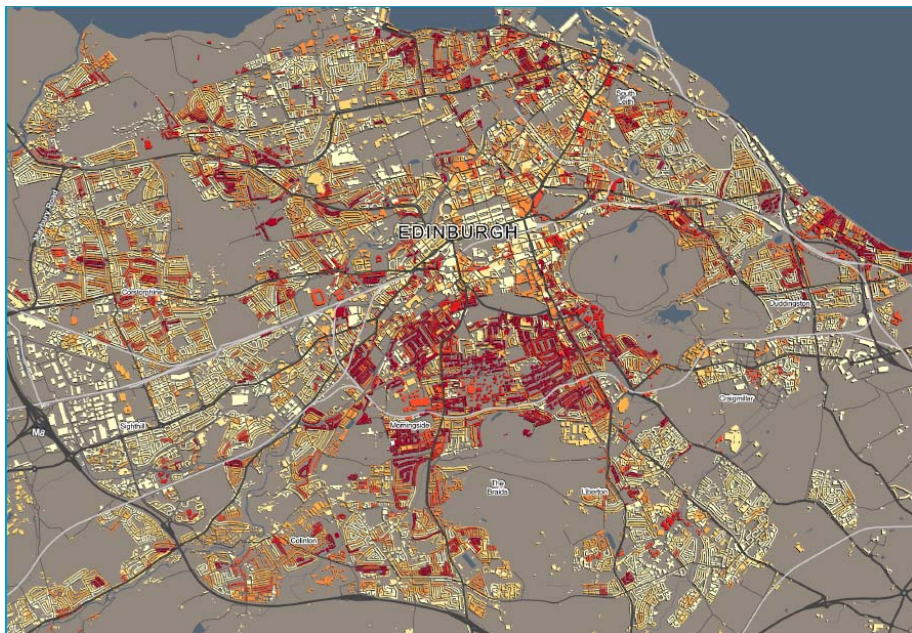
## The Potential for Cycling

Edinburgh has the highest cycling levels of all urban areas in Scotland, yet cycling in Edinburgh still only makes up around:

- 3-4% of all trips;
- 5% of child journeys to school (see page 8); and
- 7.3% of journeys to work.

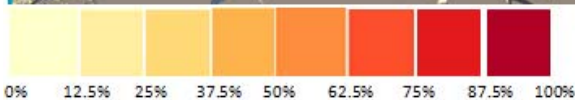
There is however great potential to increase cycling:

- 29% of all journeys are 2 to 5 km long (a 10 to 20 minute bike ride); and
- 14% journeys are 5 to 10 km long (a 20 to 40 minute bike ride).



Travel to work by bicycle, modal share.

Map shows % of All people aged 16 to 74 in employment in the week before the census (excluding full-time students) - Census data (c) Crown Copyright National Records of Scotland



Travel to work trip distance, A high proportion of commuter trips are within the ideal cycling range of 2-5km  
Map shows % of All people aged 16 to 74 in employment in the week before the census (excluding full-time students) - Census data (c) Crown Copyright National Records of Scotland

Furthermore there is potential for cycling to act as a link in the door to door public transport ‘trip chain’, for example as a means of travelling from home to station or tram/bus stop, or as a link from station or stop to the final destination, potentially via a bike hire scheme. Abellio Scotrail have recognised this in their ‘Bike and Go’ scheme, which is based on a similar scheme in the Netherlands.

Specific actions and targets relating to cycling are summarised below and set out in greater detail in Appendix C.

There are four broad areas of action:

- Network Improvements;
  - QuietRoutes
  - Cycle Friendly City
- Cycle parking;
- Maintenance; and
- Marketing and promotion.

## Network Improvements

<b>Cycling Network action summary</b>
<b>The QuietRoutes</b> - Produce outline proposals and a costing for all proposed routes in the QuietRoutes network.
Fill key gaps in the QuietRoutes cycle network/national cycle network routes, with focus upon the links to and across the City centre (see Appendix C for details).
<b>Cycle friendly City</b> - Implement corridor and area based upgrades to the cycling environment, aimed at making cycling attractive for a wide range of local trips. This includes further improvements to the ‘south central’ area of Edinburgh.
Review provision for cyclists on key sections of main road during 2016. This includes parking and loading restrictions and options for segregation from motor traffic.
Implement programme to upgrade drop kerbs at access points to cycleways and shared paths
Establish regular programmed maintenance of the lines associated with on-road bus and cycle facilities.

<b>Review and upgrade city centre cycle parking</b>
Implement the signing strategy to sign all routes and links that have been completed to the QuietRoutes standards.
Subject to availability of finance, support the development and implementation of a bike share or public bike hire scheme.
Implement measures to increase the number of primary age children from P6 onwards receiving cycle training

We propose to take two parallel approaches to cycle infrastructure in the city. Firstly developing a ‘QuietRoutes’ network with an emphasis on catering for less confident cyclists, secondly moving towards a Cycle Friendly City.

## QuietRoutes

We are developing a network of cycle routes, known as QuietRoutes, which feel attractive and safe to people of all ages and abilities. The network utilises traffic-free paths, quiet roads or cycle paths separated from traffic. These provide direct and convenient routes for everyday utility and leisure journeys. Routes on this network will achieve the same standard as the Sustrans National Cycle Network - that is, they should be suitable for use by an unaccompanied 12 year old. Technical standards will be based on Sustrans National Cycle Network Design Guidance.

The network has the over-riding aim of maximising potential for easy, direct and enjoyable everyday trips that get people to their desired destination. To achieve this we will seek to enable access to the network from throughout the built –up area of the city. A key aim of the network will be to cross the city centre in both east-west and north-south directions.

By 2010 some of the QuietRoutes network was already in place, particular many off-road paths that made use of disused railway lines, but important gaps remained. The ATAP prioritised actions to fill these gaps and deliver a comprehensive long-term network.

Since 2010 the following routes have been upgraded and signed:

- QuietRoute 6 – The Meadows to King’s Buildings
- QuietRoute 8 – Roseburn to Edinburgh Park
- QuietRoute 9 – Roseburn to the Gyle and Newbridge
- QuietRoute 10 – Leith to Portobello
- QuietRoutes 11-15 – The North Edinburgh Path Network
- QuietRoute 61 – Gilmerton to Roslin (in partnership with Midlothian)

Improvements have also been made to other key route sections:

- NCN 1 – from the Meadows to Innocent Railway pat
- NCN 1 – from Roseburn to Queensferry
- The Restalrig Railway path, which will form part of QuietRoute 4
- NCN 75 and 754 – Union Canal section

### Routes Proposed for Early Completion:

Further development is in progress to fill key gaps in the QuietRoutes cycle network and the national cycle network, to link with key destinations. Key projects for design and implementation from 2016 to 2018 are:

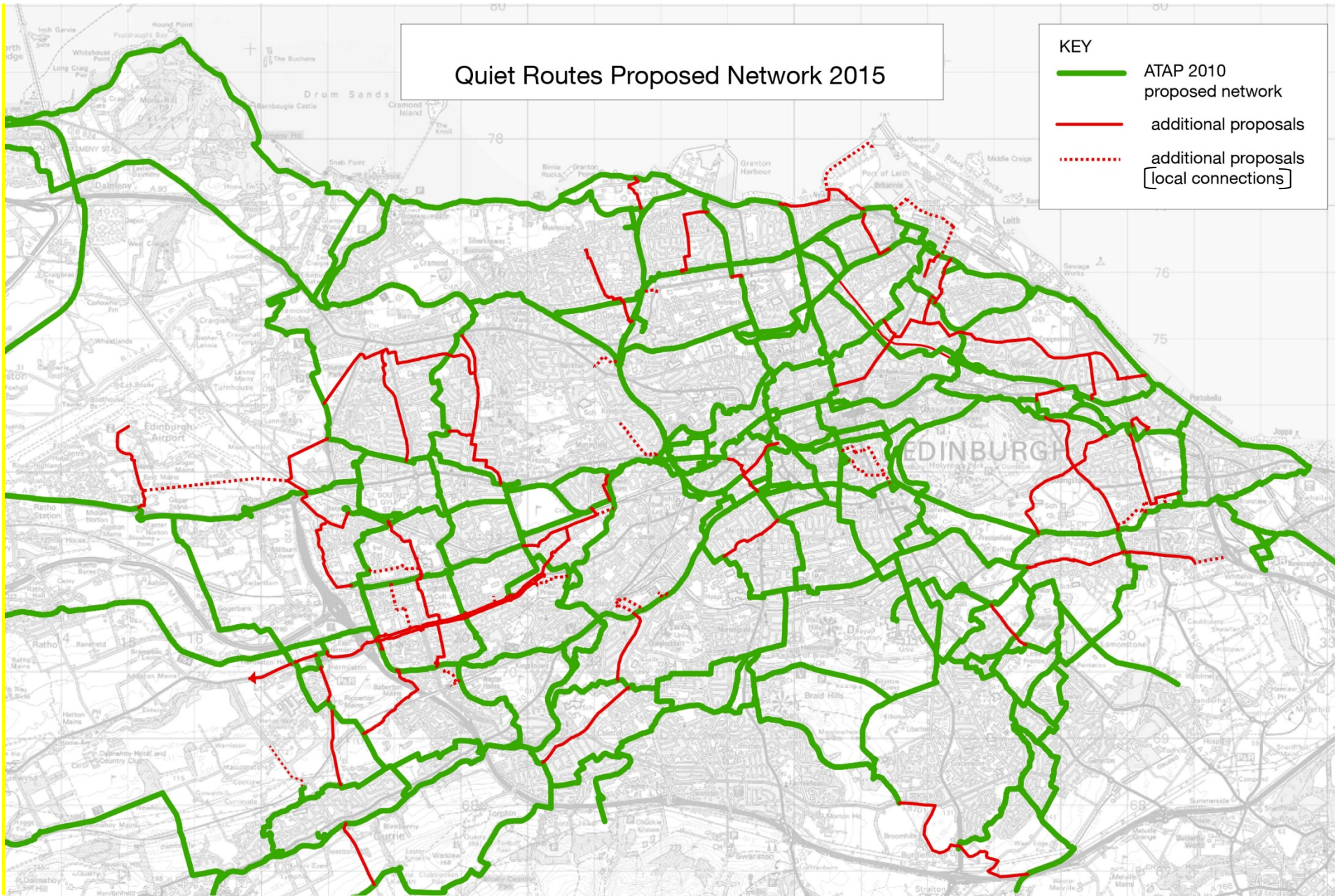
• Meadows to Union Canal.	2017
• Roseburn to Leith Walk and Waterloo Place via George Street.	2017-20
• Roseburn to Union Canal.	2017-20
• Roseburn to Edinburgh Park and Gyle upgrades.	2017-20

• Meadows to city centre via George IV Bridge – design and consultation.	2016-17
• Leith to Portobello (Leith Links to Water of Leith).	2017-18
• A8 Gyle to Newbridge.	2016-17
• Carry out a programme of installing lighting (LED and conventional) on off-road paths.	2016

While much of the QuietRoutes network will be off-road or on quiet roads, to genuinely ‘join up’ and to afford reasonable directness, the QuietRoutes network needs to negotiate some busy streets and junctions. At these points, the aim will be to retain a high standard of safety and convenience. This will generally mean using protected separate cycle tracks, or potentially wide/mandatory cycle lanes complemented by parking and loading restrictions. Well defined routes through any busy junctions are also essential. Recent market research carried out in Edinburgh with support from Sustrans has confirmed the importance of such measures in encouraging people who do not currently travel by bike regularly to consider cycling for city trips. Similar feedback was received from the EU CHAMP project, which the Council recently participated in.

On the QuietRoutes network, coherence is of the utmost importance. A single ‘missing link’ can seriously undermine the effectiveness of a route or the entire network. The cycle friendly city programme will also strive for route coherence, but in some circumstances other factors (generally involving provision for other road users) may mean that sub-optimal sections for cyclists need to be accepted.

Work has been ongoing to specify and cost the QuietRoutes network in outline. As part of this work several additional potential routes have been identified and added to the proposed network map (see page 21).



## Cycle Friendly City

The Cycle Friendly City programme aims to make travel by bike anywhere in the city convenient and attractive.

This involves provision for cyclists on main roads as well as crossings linking up quieter side roads. Whilst recognising the multiple pressures and constraints in space on the road network, this programme is designed to make cycling feel as convenient, safe and comfortable as possible for day to day cyclists on the roads, including; commuters, shoppers and anybody going from A to B.

This programme is focusing on:

- a) Travel from areas with high cycling potential. These are based on recorded levels of cycling (such as from the census), potential for trips in the ideal cycling range of roughly 2 - 5km and topography; and
- b) Travel to areas with the greatest potential to generate day to day bike trips. These include:
  - the city centre (especially major transport hubs such as stations);
  - other major centres of employment and activity, for example; the Gyle/Edinburgh Park, Leith and Leith Docks, Universities, the Royal Infirmary area and the Bio-Quarter;
  - further education institutions, hospitals, Waverley and Haymarket stations and shopping centres; and
  - other potential generators of bike trips including tram stops, suburban rail stations and selected bus stops, primary and secondary schools.

The implementation of the Cycle Friendly City programme has the following main areas of focus:

- The 20mph speed limit, which also has key objectives relating to walking, quality of life, placemaking and road safety;
- area-wide improvements to roads in the parts of the city with the greatest potential to generate bike trips;
- making cycling as convenient as possible by exempting cyclists from road closures and from most one way restrictions (these are generally installed to address problems caused by motorised traffic);
- providing cycle parking to help make cycling as convenient as possible; and
- upgrading provision for cyclists on the city's main roads, considering options for the degree of segregation from motor traffic.

### City-wide 20mph speed limit

A key project to help make the whole city more cycle friendly is the introduction of a 20mph speed limit on all residential, city centre and key town centre streets, a total of 77% of Edinburgh's road network. Implementation commences in May 2016 and is due to be completed by May 2018.

### Area-based cycling improvements

We will continue to implement a package of on-street improvements for cyclists in the 'south central' area of the city. This will include improvements from Marchmont to the University of Edinburgh King's Buildings site and the Royal Infirmary. The improvements will include on street cycle facilities such as; cycle lanes, enhanced cycle parking, motor vehicle loading restrictions and marketing initiatives.

These schemes will be a key part of the 'south central' package. However the aim of creating an area of the city where the bicycle is seen as the most attractive choice for all suitable trips requires further intervention. With this in mind, other route and junction improvements will also be

taken forward. The implementation of a 20mph speed limit in residential streets in a large part of the area has been completed, contributing to both real and perceived improvements in safety for cyclists, pedestrians and other road users.

This area based approach will be progressively rolled out to other relevant parts of the city during the course of the plan. At present it is envisaged that the second area of the city for area-wide treatment will be from the centre westwards.

## Main Road Provision

Since 2010, the most significant work relating to main roads has been the design and partial implementation of the Leith Programme. This will transform Leith Walk as a street for cycling and the southern part is an exemplar of QuietRoutes standards.

We will review provision for cyclists on other main roads. Most of these already have extensive bus and cycle priority, but there are gaps in provision and scope for upgrades.

The review will incorporate an assessment of gaps, the existing standards/quality of provision and the feasibility of potential improvements, such as segregation where appropriate. The feasibility aspect will consider all road users, whilst aiming to help a wider range of people feel happy cycling on the streets. There will be a particular focus on main roads that form part of the proposed QuietRoutes network.

In order to increase the efficiency and safety of our cycle network, we will review parking restrictions in cycle lanes with a view to enhancing them. We will also continue the programme of installing Advanced Stop Lines at all traffic signal approaches.

## One-way Streets and road closures

Many continental cities and an increasing number of London boroughs exempt cyclists from most one-way restrictions and road closures, which exist to manage motorised traffic. In Edinburgh, there are already a number of streets where this exemption applies and road closures which cyclists are allowed through. In order to make cycling more convenient, a programme to formally exempt cyclists from all suitable one-way restrictions and road closures has been prepared.

## Signing and Lighting

A signing strategy has been developed and is being rolled out. This ensures a coherent and consistent approach that enables cyclists to follow routes easily and without confusion. The signing strategy sets out principles, guidelines and a work programme for signing our QuietRoutes Network and the maintenance of these signs. It has been coordinated with other signage strategies in place or under development, to avoid unnecessary clutter, repetition or inconsistencies. A programme of installing new and upgrading old lighting facilities on the off-road path network is underway.

### Programme of installing Advanced Stop Lines (ASLs)

Since the beginning of the programme in the 1990s, we have installed around 500 ASLs at the city's signalised junctions. ASLs are effective safety measures as well as helping to promote cycling. They are designed to put cyclists clearly into the view of drivers. ASLs appear to have also improved pedestrian safety at crossings, probably by increasing the separation between crossing pedestrians and waiting motor vehicles.



## Integration with Public Transport

There is significant potential for cycling to play a greater part in the door to door public transport ‘trip chain’. The most obvious example is the cycling from home to a railway station, which extends the population within a 15 minute trip of the station several times over when compared with walking. There is also potential for cycling to tram stops and outer-suburban bus stops. Cycling can play a part in onward travel from a city centre station or tram/bus stop, avoiding the need to wait for a connecting service. Furthermore it can offer a way of getting about the city centre once arrived by public transport or indeed car. In some continental European countries and cities, and in London and Dublin, on-street bike hire plays an increasing role in this form of city centre movement.

For certain trips, carriage of bikes on public transport is a valuable enabler of more sustainable travel, as the alternative is usually carrying the bike by car.

Actions that have been completed or are underway include:

- Providing path links to the tram and cycle parking at key tram stops.
- Allowing bike carriage on the Edinburgh Tram at off-peak times.
- Abellio Scotrail have implemented ‘Bike and Go’ at Haymarket station.

Significant improvements to cycle parking at both Haymarket and Waverley Stations are planned. ‘Bike and Go’ is scheduled to be rolled out to Waverley Station, where there will also be a ‘Bike Hub’. In developing proposals for on-street Bike Hire we will carefully consider the opportunities to integrate with local public transport as well as the rail system.

Bike Hubs are fully supervised facilities, offering a range of services for cyclists including secure covered parking, cycle hire, information, retail and repair.

Longer term, we plan to work with the rail industry to introduce ‘Station Travel Plans’ and ‘Safer Routes to Stations’, starting with a pilot scheme at Dalmeny station.

## Cycle Parking

Cycle parking headline actions
A review of city centre bike parking has been undertaken and upgrades will be implemented during 2016, 2017 and 2018.
Upgraded cycle parking is being implemented across many shopping centres/high streets.
Bike parking is being implemented at all Council owned sports facilities and will be completed by March 2016.
Continue programme of installing bike parking in response to requests.
Continue to apply bike parking standards to new developments.
Guidance for residents on how to deal with abandoned bicycles has been produced and is available on request.
The on-street residential bike parking pilot began in 2014 and will be reviewed for potential expansion in 2016.

Research carried out in Edinburgh and elsewhere indicates that a lack of cycle parking can be an important deterrent to cycling. Given this, alongside measures to make the bike journey safer and more convenient, we need to take action on cycle parking.

A number of measures that we intend to take for the following types of trip, include:

**For work trips** – we will increase the provision of secure cycle parking at work places through supporting workplace Travel Plans, with a focus on areas where we are investing in facilities for cycling. Support to develop

workplace travel plans is underway across the city, with an emphasis on workplaces in West Edinburgh.

**At home** – parking a bike in tenement and other flatted housing is often a problem. We will work with others to promote self-help solutions. Spokes have developed guidance on this issue. Recognising that self-help will not be able to address all the issues, we are piloting approaches that allow people to store their bikes securely on street.

**At public transport interchanges** – we are in the process of providing secure provision of cycle parking at rail, tram and bus stations to allow people to combine cycle/public transport trips to replace longer car journeys.

**For shopping trips** - cycling is ideal for some shopping trips, for example it is possible to carry more than when walking and it can be a very fast and convenient way to get to local shops. Modern services such as online shopping and home delivery could reduce dependency on cars and, together with an adequate supply of cycle parking, enable increased shorter trips to local shops and markets.

**For higher education trips** – Edinburgh already has a significant proportion of students cycling to college and university sites. Improved secure parking at universities and colleges could encourage more students to cycle. We are working with colleges and universities to increase and improve bike parking, along with promotional activities and route improvements.

## Maintenance

On-road and off-road cycle infrastructure both rely on good maintenance to be effective.

Most on-road cycle provision involves cycle lanes and Advanced Stop Lines at traffic signals. These use white lines, cycle logos and/or coloured tarmac. Maintenance of these road features is important to provide a safer cycling environment, as well as promoting cycling by making

provision for cyclists clear and visible. We will establish regular programmed maintenance of these facilities, with the highest priority being given to the areas where safety is considered critical or with the highest levels of cycle use.

Surface quality is especially important for bikes, which have minimal suspension. We have introduced a weighting for our carriageway maintenance which gives additional priority to roads that are on the QuietRoutes network. We will be further reviewing prioritisation using the new street and path categories developed for the Edinburgh Street Design Guidance.

The dedicated network of footpaths and cycleways also requires maintenance, both of the paths themselves and of surrounding vegetation. We have reviewed the winter maintenance regime for cycleways, introducing snow and ice clearance prioritised according to path use. We have also tackled a backlog of maintenance issues in a number of locations, for example improving drainage and cutting back tree growth.

There is still scope for improving the management of off-road routes (including disused railway cuttings and embankments). This will be challenging in the current financial climate. With this in mind, and with the aim of cultivating a sense of community ownership of this network, we will consider the potential for innovative approaches, including involving local communities directly in maintenance work.

## Training, Marketing and Promotion

Summary of training, marketing and promotion actions
Increase the number of primary age children receiving cycle training to 70% by 2016/2017 (2794 children) and 72% by 2017/2018 (3074 children).
Promote good driver and cyclist behaviour.
Support development of bike share schemes.

### Scottish Cycle Training Scheme

The SCTS is offered to all P6/7 pupils in Edinburgh, although not all schools decide to take it up. The scheme is designed to give pupils the skills and knowledge they need to ride safely and sensibly on the road, helping reduce the numbers of child cyclists involved in collisions on the road. The students learn a variety of manoeuvres on and/or off-road, complemented by cycling theory in the classroom. The SCTS is linked to the National Curriculum Framework and managed by our Active Schools Co-ordinators.

In 2010, 25% of P6/7 school children took part in the scheme. This has risen to 63% now. We aim further grow to this to 72% by 2017/2018 (this will represent an increase of 611 children receiving cycle training due to the growing school rolls).

### Adult Cycle Training

Many adults cannot cycle, or lack the confidence to in urban conditions. Training sessions can give adults confidence and improve their cycling

skills. The Council will promote and if possible support organisations providing cycle training for adults, including for people with disabilities.

### Cycle Friendly Employer (CFE)

The CFE is a national award scheme, run by Cycling Scotland and supported by the Scottish Centre for Healthy Working Lives, which recognises work undertaken by organisations to encourage their staff to cycle to and at work.

The Council wants to lead by example when it comes to encouraging local businesses to obtain CFE awards. We have achieved the CFE status for our Waverley Court office and will seek to extend this to other sites.

As an employer, we have:

- introduced a bike to work scheme;
- established an allowance for cycling on Council business;
- invested over £60k in active travel facilities such as showers, lockers and cycle parking in Council buildings; and
- supported a number of cycle initiatives including bike breakfasts.

We will encourage our partners to undertake similar measures and work to increase uptake of the CFE awards among local businesses.

### Cycle Friendly Schools and the STARS programme

This is a national award scheme run by Cycling Scotland that recognises the wide range of work schools do to promote and encourage cycling and to make their schools cycle friendly. Schools are encouraged to apply when they become part of the I-bike scheme and we now have over 40 schools subscribed.

The Council received EU funding from Intelligent Energy Europe in 2013 to promote sustainable travel in Primary Schools. STARS has delivered a behaviour change programme to increase the number of school pupils cycling to and from school, who would previously have been driven.

## Sustrans I Bike Scheme

Sustrans' I Bike project has been working with selected schools in Edinburgh delivering practical solutions to two specific issues associated with cycling to school:

- The drop in cycling levels when children move from primary to secondary school
- The gender gap that sees girls cycling far less than boys on the school journey.

Beyond these two specific issues I Bike aims to increase the number children cycling to schools and in leisure time and to create a positive pro-cycling culture within participating schools with a legacy of long term behaviour change within the school communities.

During a year of engagement I Bike delivers an average increase in rates of regularly cycling of between 4.3% and 10.1% within participating schools.

I Bike began in August 2009 as a pilot scheme and we have now reached a total of 10 Edinburgh High Schools and 39 associated cluster primary schools.

## Public Bike Hire

Public Bike Hire schemes have had an important role in changing the perception of cycling in many of the cities where they have been implemented. As mentioned elsewhere, they can also have a significant role in helping people get around within city centres having arrived by public transport or car. Previous research suggests that there would be substantial demand for public bike hire in Edinburgh and that the

introduction of such a scheme could lead to a significant increase in cycling in the city.

Most existing schemes require substantial ongoing financial support to ensure their viability. In addition, the capital funding required to implement a scheme is substantial and funding this from existing cycle budgets would have a negative impact on delivering cycling infrastructure and attracting external funding.

Bearing in mind the potential positive impacts but also the current difficult financial circumstances, the Council will explore alternative business models and seek opportunities to progress a scheme that does not impose a need for ongoing subsidy.

## The Spokes Cycle Map of Edinburgh

Now in its 9th edition, having sold over 80,000 copies since the first edition in 1987, the map continues to help cyclists find their way around the city.

Spokes also publishes cycle maps of East, West and Midlothian which, in addition to helping local people from those areas, contribute to leisure cycling opportunities for Edinburgh residents.

## The Bike Station

The Bike Station is Edinburgh's bicycle recycling and cycling promotion charity. The Charity repairs unwanted bikes and puts them back on the road as well as providing cycle training and bike maintenance tuition. The Bike Station receives a grant from the City of Edinburgh Council in recognition of its role in recycling older bikes each year.

The Bike Station works with a variety of partners from the public and private sectors, providing a comprehensive range of services to support and maintain cycling, to create new cyclists and to support others in their efforts to increase cycling. These include:

- cycling promotion;
- accredited cycle training;
- bicycle maintenance training;
- bicycle recycling;
- reconditioned bikes;
- workshop facilities; and
- workplace cycling support.

# Delivering the Plan in Partnership

## Active Travel Steering Group

The Active Travel Steering Group includes representatives from several Council departments, Sustrans, Paths for All, NHS Lothian, Spokes and Living Streets. Its primary remit is to oversee the delivery of the initiatives in the ATAP.

## Active Travel Forum

The Active Travel Forum was established in late 2014, replacing the previous Cycle Forum. At present it has Walking and Cycling Sub Forums though this structure is under review. The remit of the Active Travel Forum is:

*"To provide a city wide Active Travel Forum of experts and citizens to consider the positive and collective roles of walking and cycling in our future transport system and lifestyle needs.*

*The Active Travel Forum aims to effectively scrutinise, influence and enhance the city's strategies and services relating to transport, place making and leisure, to promote increased levels of walking and cycling.*

*It is a consultative body to inform the strategic direction of medium to long term plans, budgets and integration, and review the delivery of current policy to promote its positive results and maintain the case for active travel. It maintains a relationship with the Active Travel Action Plan Steering Group, Transport Forum, and Cycling and Walking Forums."*

Its members include:

- Causey Development Trust
- CityCyclingEdinburgh
- CTC
- Cycling Scotland
- Edinburgh Festival of Cycling
- Health Walking Groups Consortium
- Living Streets Edinburgh
- NHS Lothian
- Paths for All
- Pedal on Parliament
- Ramblers Scotland
- RBS Bicycle User Group
- SEStran
- Spokes
- Sustrans
- Universities Consortium, and
- Members of the public.

# Monitoring and Review

## Monitoring

We have been working to upgrade our Active Travel Monitoring and now have over 20 cycle counters across the city. The technology of reliable automated pedestrian counting has only very recently become affordable. With this in mind we are currently (early 2016) installing a batch of these counters in a mix of on street and off-street locations.

The Council participated in Sustrans' Bike Life 2015 project, which reports on progress towards making the city an attractive place for cycling as an everyday means of travel.

Monitoring improvements, reporting accurate statistics and illustrating progress toward our objectives is an important way to demonstrate that key outcomes are being achieved. It can also be helpful in changing attitudes toward active travel through demonstrating the significance of its role and the impact of investment.

## Review

The ATAP will only retain its relevance and effectiveness if it is regularly updated. A review of the plan was carried out in 2013 and this version was developed in late 2015. The reviews have measured progress on the actions as well as updated them. In addition, regular assessments ensure that the ATAP reflects current Government and Council policy and meets the needs of the travelling public. A further review is expected to be conducted in late 2017.

## Monitoring

Target/Objective	Indicator	Status														
Walking All trips ;, 35% by 2020 To work: 21% by 2020	Modal share derived from census data factored by counts.	City centre peak hour cordon counts were the only source of reliable data from 2011. Automatic counter network being extended and data management upgraded.														
Cycling Journey to work: 15% by 2020 All trips: 10% by 2020	Modal share derived from census data factored by cycle counts.	Counter network being extended and data management upgraded.														
Increase in percentage of children walking and cycling to school.	Walking and cycling to school measured by the Sustrans Annual Hands Up survey	See left														
Reduction in casualty rate for walking and cycling (per km travelled) by 50% from 2010 to 2020	Casualties factored by indicator of distance travelled	Count data should be available from 2016 to allow calculation of these indices														
100% of primary school children provided with cycle training to national standard by 2020	% of primary school children taking part in the scheme.	Regular monitoring in place														
Increasing satisfaction with the cycle and pedestrian environment	% of people stating satisfied and highly satisfied with cycling and walking in Edinburgh	Edinburgh Peoples Survey and Bike Life survey.														
Increase in bike ownership.	Edinburgh households with access to a bicycle	Monitored in SHS but data not accurate enough for year to year comparison. BikeLife survey collecting data														
Year on year increase in health benefits of cycling.	Maximum biannual benefit: total value of reduced mortality due to the level of cycling calculated by using the WHO's Health Economic Assessment Tool.	Calculated as part of BikeLife project.														
Reduction in cycle theft.	Number of bicycles theft per annum: <table border="1"> <thead> <tr> <th>Year</th> <th>2010</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> </tr> </thead> <tbody> <tr> <td>Theft of Pedal Cycles</td> <td>1,623</td> <td>1,586</td> <td>1,549</td> <td>1,728</td> <td>1,926</td> <td>1,577</td> </tr> </tbody> </table>	Year	2010	2011	2012	2013	2014	2015	Theft of Pedal Cycles	1,623	1,586	1,549	1,728	1,926	1,577	Source: Police Scotland
Year	2010	2011	2012	2013	2014	2015										
Theft of Pedal Cycles	1,623	1,586	1,549	1,728	1,926	1,577										



Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
<b>APPENDIX A: JOINT ACTIONS</b>						Key to Scale of Change - None * Minor ** Significant *** New Action	
			<b>Design, Audit and Training</b>				
J1		J3	Complete and implement new street design guidance that prioritises the role of streets as places for people, in particular setting out an approach to design that is inclusive of people with disabilities and encourages travel on foot, by bike and by public transport. Ensuring that the guidance deals effectively with the issue of 'de-cluttering.'		✓	Significant: updated to reflect progress. Made more specific. Introduction of sub-actions with relevant time-scales.	**
	A		Produce detailed Factsheets for street design guidance to enable full implementation of the new approach.	End 2016			
	B		Training sessions for potential users of the guidance, for instance engineers and practitioners, with groups of people with special needs including visually /mobility impaired people and cyclists.	End 2016			
	C		Implement Street Design Guidance, including through introducing street improvements as part of renewals projects.	From 2016/17			
	D		Monitor and report on the effectiveness of implementation of the new design guidance. First report expected end of 2016 and a second report by the end of 2017. See also J5.	2016 2017			
			<b>Network Development</b>				
J2		W19	Develop and bring for Committee approval a protocol and action plan dealing with pedestrian, cycle, public transport and other traffic priorities at signalled crossings and junctions, with actions commencing with Princes Street and the city centre. Commence implementation of identified actions.	Spring 2017	✓	Significant: action widened to cover all modes of transport rather than solely pedestrians. Made more specific.	**

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
J3		J6 J14 W12 C10 C25	Use the development of the Council's website and smart phone apps to deliver more opportunities for people to suggest active travel improvements, for instance; new connections, dropped kerbs, parking restrictions or to report problems.	Ongoing		Minor: combine actions.	*
J4		J9	Roll out 20mph speed limits across Edinburgh.	2016-17	✓	Updated to reflect progress.	*
J5		J10	Maximise opportunities to encourage walking and cycling as part of the Planning process for new developments to include site location, bike routes and access, bike storage and parking, monitoring and the enforcement of planning conditions. Review operation of the process, integrated with the review of introduction of the Street Design Guidance.	Ongoing	✓	Wording made more specific.	*
J6		J8	Work with Historic Environment Scotland to improve conditions for cycling and walking in Holyrood Park.	Ongoing		No change	-
J7		W7	Review and upgrade pedestrian and cycle access to railway stations:			Minor: now a joint action.	*
	A	W7	Haymarket Station: in particular seek to deliver a new access point from Dalry Road.	2018			*
	B	W8	Waverley Station: in particular seek to upgrade access via Calton Road and on the Waverley Bridge ramps.	2018			*
	C	J5A	Review and upgrade pedestrian and cycle routes to smaller stations in Council area.	-			*
J8		W35	Based on a review of the off-road path network for seating provision, produce a phased programme of improvements.	2017		Updated to reflect progress.	*
			<b>Maintenance and Renewals</b>				
J9		J13	By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.	Ongoing		No change	-

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
			<b>Schools</b>				
J10		J15	Continue Safe Routes to School programme.	Ongoing		No change	-
J11		J16	Continue developing School Travel Plans, including encouraging Public Transport use.	Ongoing		No change	-
J12		C40	Incorporate cycling and walking issues and activities into the Curriculum for Excellence regarding physical activity, sport and health, with assistance from Sustrans and NHS Lothian.	2018	✓	Minor: made more specific	*
			<b>Marketing, Promotion and Signing</b>				
J13		J19-23, W28-34, C35-53	Implement Active Travel Marketing and Communications Strategy to coordinate relevant initiatives. This will promote cycling and walking for travel, physical activity, recreation and health, including promoting the health benefits for people of all abilities. The implementation of the Strategy will continue to be co-ordinated by the ATAP Steering Group.	Ongoing	✓	Significant: combine actions into one. However the amount of activity being undertaken has significantly increased.	**
			<b>Monitoring and Review of ATAP</b>				
J14		J30	Review progress toward ATAP actions every two years and update priority actions. In 2018, produce an update that extends the ATAP to 2025 or beyond.	Jan 2018		Significant: introduction of proposed extension of ATAP beyond 2020 in 2018.	**
J15		J31	Collect and publish monitoring data to enable assessment of progress against ATAP targets and indicators. Between 2015 and 2017 do this through the Sustrans 'Bike Life' project.	Annually		Updated to reflect participation in Bike Life project.	*

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
			<b>Seeking Legislative Change</b>				
J16		J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	✓	No change	-
J17		J33	Continue to encourage the Scottish Government to consider reducing the default urban speed limit from 30mph to 20mph.	Ongoing		No change	-
<b>APPENDIX B: WALKING ACTIONS</b>							
			<b>Priority Corridors and Areas</b>				
W1		W1 W2	Develop and implement a prioritised list of pedestrian corridor/area improvements and implement. Initial priorities include: Morrison Street Princes Street – reduce pedestrian delays George Street Frederick Street and Hanover Street improvements as part of renewals projects Calton Road access to Waverley Station Royal Mile - Canongate improvements.	2016 to 2018	✓	Minor: combine actions and listing of priority areas.	*
W2		W3 J5	Further refine prioritisation of footway maintenance to better reflect amount and type of use.	2016		No change	-
			<b>Crossings and Junctions - General</b>				
W3		New	Develop an inventory of dropped kerbs (including quality/suitability issues), junction treatments and guardrail to enable prioritisation of improvements. (Phase 1 covering tenement areas, shopping streets and areas of multiple deprivation will be delivered in Spring 2016. Further phases are dependant on funding).	Spring 2016	✓	New action	***

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
W4		W13 A&B	Build on the current approach of responding to local requests for dropped kerbs to develop and implement programmes that proactively address need (e.g. access to health centres).	2016/17		Minor: combine actions	*
W5		W14 W18	Continue the programme of pedestrian crossing and pedestrian phase installations while ensuring that solutions do not create pinch points for cyclists.	Ongoing	✓	Minor: combining of actions and mention of cyclist pinch points.	*
W6		W15 W16	If resources permit, undertake a programme to examine the usage of existing pedestrian crossing facilities and identify if existing or new installations are required, or whether alternative arrangements would work better.	-		Minor: combine actions	*
			<b>Crossings and Junctions - Traffic Signalled Junctions</b>				
W7		W17	Develop and then commence implementation of a programme for reviewing all pedestrian phases and crossing clearance times in accordance with current best practice and making modifications where necessary.	Summer 2017		No change	-
W8		W20	Pilot a formal diagonal or 'X' crossing, which allows pedestrians to cross in all directions, at one or more junctions. Extend if successful.	-		Minor: revised wording for clearer explanation.	*
			<b>Improving Footways including Tackling Footway Obstructions</b>				
W9		W21	Apply process for review and removal of guardrailing to both reviewing existing and installing new guardrailing. Provide replacement cycle parking if the removed guardrail was useful as/used for cycle parking, unless doing so would significantly obstruct pedestrian movement. Between 2016 and 2018 review all existing guardrail in Edinburgh.	2016-18	✓	Significant: further commitment to review all guard-railing.	**
W10		New	Introduce street improvements assessments and, where there is scope for significant change, consultation into the design process for footway renewals projects.	2016-18	✓	New proposal	***

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
W11		W24	Depending on the progress of the Footway Parking and Double Parking (Scotland) Bill, that may remove the need for this action, develop and then commence implementation of a programme to introduce 24 hour waiting restrictions (and loading restrictions if necessary) at all pedestrian crossing points, junctions and school or playground/park entrances within the Controlled Parking Zone.	2016	✓	Minor: amended name of current Bill.	*
W12		W10	Take forward a footway parking ban when possible.	-		No change	-
			<b>Integration with Public Transport</b>				
W13		W9	Implement a programme for improving access to bus and tram stops (i.e. walking routes to and from stops) with an initial target of 20 bus stops per year.	Start 2016/17	✓	Minor: amended dates.	*
			<b>Signing</b>				
W14		W27	Enhance and upgrade city centre pedestrian signing.	-		No change	-
W15		W34	Publicise walking routes and paths that are particularly suitable for people with disabilities.	-		Minor: wording	-

## APPENDIX C: CYCLING ACTIONS

<b>Network Development – QuietRoutes Network</b>							
C1		C1	Produce outline proposals, including costs, for all routes to enable input to Planning process and other projects.	Spring 2016	✓	No change	-
C2		C2A	Fill key gaps in the QuietRoutes cycle network/national cycle network routes, and link network to key destinations. <b>Key projects for design and implementation from 2016 to 2018 are listed below. Several have significant implementation costs and progress will depend on securing match funding.</b>		✓	Significant: amended project list.	**
	A	C2B to	Meadows to Union Canal.	2017			

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
		C2N					
	B		Roseburn to Leith Walk and Waterloo Place via George Street.	2017-20			
	C		Roseburn to Union Canal.	2017-20			
	D		Roseburn to Edinburgh Park and Gyle upgrades	2017-20			
	E		Meadows to city centre via George IV Bridge – design and consultation.	2016-17			
	F		Leith to Portobello (Leith Links to Water of Leith).	2017-18			
	G		A8 Gyle to Newbridge.	2016-17			
C3		C12	Carry out a programme of installing lighting (LED and conventional) on off-road paths.	2016		No change	-
			<b>Network Development - Cycle Friendly City</b>				
C4		C4	Implement corridor and area based upgrades to the cycling environment, aimed at making cycling attractive for a wide range of local trips.		✓	Minor: combine actions.	*
	A	C3A	Implement a programme of local upgrades to improve safety, accessibility and connectivity for cyclists, including: Marchmont to the University of Edinburgh King's Buildings Calton Road to Leith Walk link Lothian Road to Queensferry Street/ Charlotte Square Eyre Place and Broughton Road – traffic signal cycle phase Bread Street and Morrison St (Lothian Rd to Semple St) contra flow.			Minor: specified project list	*
	B	New	Amend existing road closures to allow cycle access through them to improve cycle accessibility. Initial locations will include Coalhill, East Scotland Street Lane, Gayfield Square, and West Bowling Green Street.			New sub-action	***
	C	C3B	In consultation with ATAP partners, review the options for rolling out Cycle Friendly City approach to other areas and prepare a programme for any rollout.	2016-17		No change	-

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
C5		C4	Upgrade conditions for cycling on main roads	Ongoing	✓	Minor: combine actions	*
	A		Review provision for cyclists on main roads, including considering parking and loading restrictions and different options for degree of segregation from motor traffic.	2016			*
	B		Commence implementation of improvement programme based on review.	2017			*
C6		C11	Implement a programme of exemption of cyclists from one-way restrictions.	2017-18		No change	-
C7		C13	Implement a programme to modify kerbs at entry and exit points of cycleways and shared paths ensuring they are flush, free of obstructions (for bikes, trailers and tandems) and clearly marked.	2016-17	✓	No change	-
C8		New	Ensure that future motor vehicle prohibitions and road closures continue to allow cycle access.	Ongoing		New Action	***
C9		C14 A&B C22	Prepare and implement a programme for installing additional Advanced Stop Lines. Introduce new or refresh existing Advanced Stop Lines when junctions are redesigned or resurfaced.	-		Minor: combine actions	*
<b>Network Development – General</b>							
C10		C18 A&B	North Edinburgh Path network access upgrade.			Minor: combine actions	*
	A		Review accesses to the North Edinburgh path network and draw up a programme of improvements.	2016-17			-
	B		Implement improvements to North Edinburgh path network accesses.	2017-20			*
C11		C20	Implement further signing during 2015 to 2018 starting with the QuietRoutes on:		✓	Minor: combine actions and more specific wording.	*
	A		North Edinburgh path network.	Ongoing			
	B		QR61 – Gilmerton to Roslin.	2015/16			
	C		QR7 – City centre to Pentlands.	2015/16			



Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
			<b>Maintenance</b>				
C12		C22	Institute regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (including white lines, surfacing and cycle symbols) and cycle signing.	2017	✓	Minor amendment (removal of reference to 'coloured' surfacing) to reflect fact that lanes are being surfaced with red-chipped asphalt.	*
C13		C23	Refine and implement programme of maintenance of surfaces, vegetation and lighting on off-road routes, including non-adopted paths.	2017		Minor: removal of reference to winter maintenance. (Implemented)	*
C14		C24	Through appointment of a co-ordinator, encourage greater community involvement and 'ownership' of the off-road cycle path network and strengthen volunteer involvement in future maintenance.	-		No change	-
C15		New	Establish a protocol to introduce street improvement assessments for roads being resurfaced under the capital roads replacement programme to identify potential cycle improvements.	Ongoing		New action	***
			<b>Cycle Parking - On-Street</b>				
C16		C26	Review and upgrade city centre cycle parking. Install at least 100 additional cycle racks per year between this action and C17.	Ongoing	✓	Minor: more specific wording.	*
C17		C27	Carrying out a programme of reviewing and upgrading "town centre" bike parking. See C16 regarding numbers.	-		Minor: more specific wording.	*
C18		C28	Continue programme of assessing and installing bike parking on request.	Ongoing		No change	-

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
			<b>Cycle Parking - Major destinations</b>				
C19		C29	Review and upgrade cycle parking at major destinations, such as; cinemas, festival venues, hospitals, sports centres, libraries and other Council facilities.	-		No change	-
			<b>Cycle Parking - Residential</b>				
C20		C32	Disseminate guidance on cycle parking for tenements/flats.	Ongoing		No change	-
C21		C33	Consider the results of the pilot project and if successful carry out a scaled-up implementation of on-street residential bike parking.	March 2016		Significant: updated to reflect completion of pilot.	**
C22		C34	Funding permitting, pilot improved bike parking for existing social housing.	-		No change	-
			<b>Schools and Training</b>				
C23		C35	Implement measures to increase the number of primary age children from P6 onwards receiving cycle training to; <ul style="list-style-type: none"> <li>70% by 2016/2017 (2794) and</li> <li>72% by 2017/18 (3078).</li> </ul>	Ongoing	✓	Significant: Targets have had to be revised to reflect difficulty in reaching 100% coverage with current staff resource and volunteer trainers.	**
C24		C38 J17	Take action to encourage increased cycling by secondary age pupils/teenagers, including continuing to support the Sustrans' I-Bike Scheme.			Minor: Combining of two previous actions.	*
			<b>Leading by Example</b>				
C25		C58	As part of the Road Safety Plan, a cycle safety working group of key stakeholders will meet twice yearly to discuss incident data analysis, and agree relevant interventions including awareness raising, enforcement and training.	-		No change	-

Action No.	Sub Action	Previous No.	Action	Time-scale	Priority Action	Description of changes	Scale of Change
			<b>Integration with Public Transport</b>				
C26		C59	Work with the rail industry to provide or improve bike parking facilities at train stations and bike hubs.	-		No change	-
C27		C60	Introduce 'Station Travel Plans' and a 'Safe Routes to Stations' programme.	-		No change	-
C28		C61	Consider a pilot bus bike carriage scheme for an appropriate urban to rural route.	-		No change	-
			<b>Bike Share/Public Bike Hire</b>				
C29		C62	Subject to availability of finance, support the development and implementation of a bike share or public bike hire scheme.	2016-17	✓	Minor: more specific and removal of reference to small-scale.	*
			<b>Bike Theft and Abandoned Bikes</b>				
C30		C41 C63	Support Police Scotland's bike theft prevention schemes such as the bike register scheme to help reduce bike theft in the city.	Ongoing		Minor: Merging of two actions and updating to reflect Police Scotland.	*
C31		C25	Support and facilitate initiatives to deal with abandoned bikes.	Ongoing		Minor: updated to reflect progress.	*

## Appendix D: The Charter of Brussels, Velo-City 2009

Undersigned cities commit themselves:

1. To set a target of at least 15% for the share of cycling in the modal split of trips for the year 2020 and of further growth if this target already achieved
2. To set a target of – 50% for cyclists running the risk of having a fatal accident for the year 2020
3. To work on a bicycle parking and ‘anti bicycle theft policy’
4. To participate in and to set up projects to increase cycling to school and work
5. To contribute to more sustainable tourism by investing in measures to improve and to increase bicycle tourism
6. To cooperate closely with the bicycle user organisations, the bicycle retailers organization and the bicycle industry organizations and other stakeholders as the police, consultants and expertise centres, architects and builders of infrastructure to achieve the targets, and call upon all other European cities to follow our example.

This city, together with all the other cities signing this charter, call upon the European Commission and the European Parliament:

1. To set a target of at least 15% for the share of cycling in the modal split of trips in Europe for the year 2020
2. To establish the post of European Bicycle Officer in the administration of the European Commission
3. To create a parliamentary intergroup ‘Cycling’ in the European Parliament
4. To put adequate budgets at the disposal of European programs for the financial support of cities and NGOs promoting cycling in Europe.

Furthermore, the signers of this charter call upon all authorities worldwide, at all levels to strongly promote cycling and to incorporate cycling into all areas of policy (health, spatial planning, city management, economy, mobility and traffic, leisure, sports, tourism).

## Appendix E: Stakeholder Consultation

The original Active Travel Action Plan was delivered in 2010 after extensive customer consultation and a workshop with stakeholders to discuss the possible actions to include within the plan.

This review has followed those same principles of customer engagement and discussion to identify the key priorities for pedestrians and cyclists in Edinburgh over the next two years. This involved a wide range of partners, stakeholders, equalities groups and members of the public.

A special meeting of the Active Travel Forum was held on 18 June 2015 to allow partners and members of the public to have their say on which actions should be prioritised. This involved voting for preferred actions and gathering suggestions for new priorities to produce a draft action list.

The draft action list was then reviewed further at two sub-group meetings of the Active Travel Forum on 6 and 17 August 2015. This process helped to: reduce duplication within the action plan, better describe the actions and establish future priorities.

The action list was also discussed at Steering Group meetings on 4 August and 12 October 2015 where additional comments were taken into consideration from our partner organisations.

The finalised action list is included as Appendix 2 to the Active Travel Action Plan Review 2016 report submitted for approval to the Transport and Environment Committee in January 2016.