

EDINBURGH ACTIVE TRAVEL ACTION PLAN

DRAFT FOR COMMENT

25 June 2010

INTRODUCTION TO DRAFT

This draft Action Plan has been prepared by the City of Edinburgh Council. Its preparation has been steered by a project Board with representation from Lothian Health, Living Streets and Spokes. The Plan covers the period 2010 to 2020, with a focus on the early years of the decade.

TIMESCALES IN THE DRAFT

The draft includes proposed timescales for most of its actions. Actions are either for short term(S), from 2010 to 2013/14, medium term(M), from 2013/14 to 2016, or long term(L), from 2016 to 2020, implementation. Where possible (mostly for short-term actions) we have included a more exact timescale.

The timescales represent a current estimate of what should be possible with reasonably foreseeable resources. But they do not and cannot represent a commitment, especially in the current environment of uncertainty over public funding.

RELATIONSHIP OF THIS PLAN WITH THE ROAD SAFETY PLAN

The Council has recently adopted a new Road Safety Plan. This has a number of actions that overlap with the Active Travel Plan. This is not fully dealt with in the current draft ATAP. The final version will deal with this issue.

FOREWORD TO THE FINAL VERSION

The final version will have a foreword by Councillor Gordon Mackenzie.

Introduction and Objectives

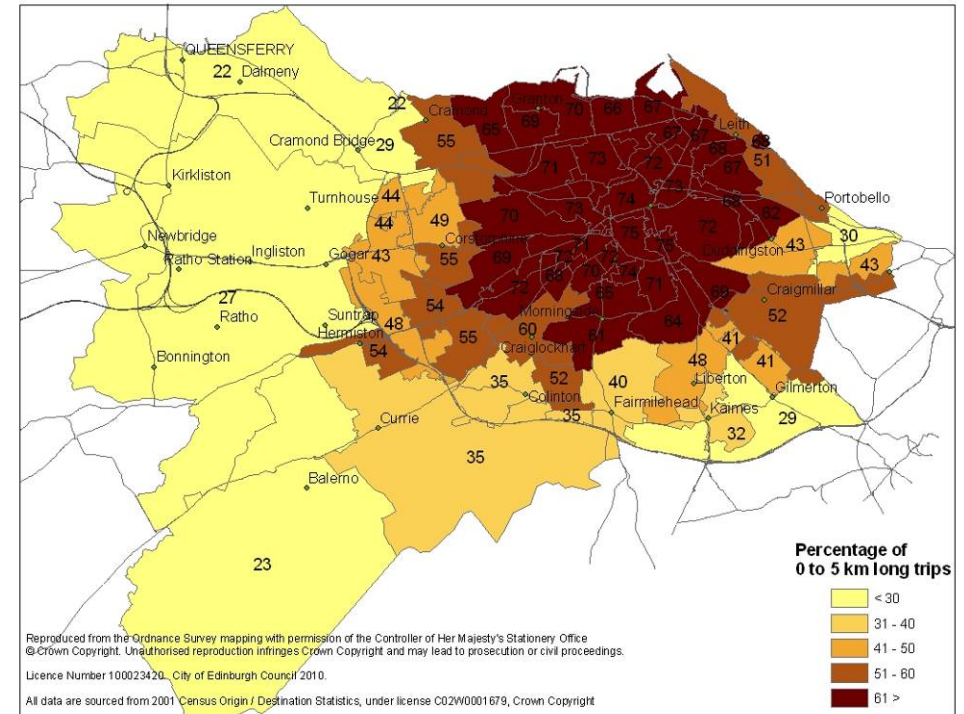
Cycling and walking have great benefits for health and accessibility. They can also reduce congestion and emissions when replacing short car journeys. This plan is aimed at achieving these benefits by encouraging more people in Edinburgh to cycle and walk, more often and more safely.

Three-quarters of all trips made in Edinburgh are shorter than 5 km¹, a distance ideal for cycling and walking.

Data for the past 30 years reveals that, at least for the journey to work, Edinburgh residents travel has been getting more active. Cycling to work in particular has shown a strong increase. For other purposes travelling actively seems to have been roughly stable.

Year	Travel to Work			Travel to School			Travel as a main mode		
	Walk	Bike	Active Travel	Walk	Bike	Active Travel	Walk	Bike	Active Travel
1981	17.0	1.4	18.4						
1991	14.9	1.8	16.7						
1999-00	17.0	3.0	20.0	61.0	1.0	62.0	24	1	25
2001-02	17.2	4.1	21.3	58.0	1.0	59.0	24	2	26
2003-04	18.1	4.3	20.4	56.0	1.0	57.0	22	2	24
2005-06	17.9	3.4	21.3	60.0	1.0	61.0	19	2	21
2007-08 ¹	20.1	6.0	26.1	64.3	1.8	66.1	27.6	1.8	29.4

However it is encouraging that school children are more active than their parents; almost two thirds travel to school on foot or by bike.



- 1 Scottish Household Statistics 2007-08 . These figures include journeys under quarter of a mile/five minutes duration - a change from the definition for previous years. This has led to an increase in the number of walking trips recorded - especially for the 'main mode' figures.
- 2 Census 2001 Travel to Work Statistics

Although Edinburgh has already achieved the highest levels of cycling and walking of Scotland's cities, we are still well behind many European counterparts. In Edinburgh we now 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 and air pollution,
- **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 roadspace so help 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. People walking and cycling provide ‘social supervision’ helping make our streets safer places to be.

For these reasons, Active Travel is at the heart of the Council's Transport 2030 Vision and Local Transport Strategy 2007-12 (LTS). It can also make a big contribution to many Single Outcome Agreement (SOA) objectives.

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...'⁵.

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.**

This objective is also in line with the headline aims of the Councils Local Transport Strategy:

- **to support a sustainable and growing local and regional economy;**
- **to improve safety for all road and transport users;**
- **to reduce the environmental impacts of travel;**
- **to promote better health and fitness; and**
- **to reduce social exclusion.**

- 3 London Cycle Revolution (2010)
- 4 Edinburgh Single Outcome Agreement (2009)
- 5 Transport 2030 Vision (2010)
- 6 Local Transport Strategy (2007-12)

Joint Actions

The specific actions and targets that apply to both walking and cycling set out in this Plan, developed with the help of the ATAP Board and stakeholder consultation, are summarised below **and set out in greater detail in Appendix A.**

Headline Actions
Set up a coordinating group for Active Travel initiatives.
Produce Pedestrian Design Guidance and update Cycle Friendly Design Guidance by the end of 2011 and start a training programme for relevant Council staff
Continue safer routes to school and school travel plan programmes until all schools have implemented travel plans and can be accessed on foot and by bike by safer routes
Continue extending the coverage of 20mph zones and speed limits in the City.
Set up a working mechanism for identifying missing and sub-standard walking and cycling links by 2012.
Produce an Active Travel Communication Strategy to coordinate marketing and promotion initiatives in the first half of 2011.
Promote health benefits of cycling and walking for all abilities.
Seek legislation to tackle footway parking

Active Travel Coordinating Group

Building on the success of ATAP Project Board and the Cycle Forum, we will create a group to coordinate all Active Travel initiatives in the City. Its primary remit will be the delivery of the initiatives in the Active Travel Action Plan.

Design Guidance and Training Practitioners

There are many aspects of walking and cycling that are influenced by how the built environment is designed, upgraded and maintained. *‘Movement and Development’* (2000, currently under review) provides guidelines on transport issues for new developments, while *‘Edinburgh Standards for Streets’* (2006, currently under review) sets out principles and provides design guidance focusing on existing streets. Meanwhile, the *‘Cycle Friendly Design Guide’* (1997, currently under review) and the *‘Bus Friendly Design Guide’* (2005, currently under review) provide mode specific solutions and standards for the City’s bus and cycle network. The proposed Pedestrian Design Guidance will address pedestrian design issues as well as footway maintenance.

Before producing this guidance we will consider whether it is more beneficial and practical to combine it with the other design guidance.

Training of our staff who design, construct and maintain our streets, footways and cycleways is central to the successful realisation of this action. We will start a programme of staff training on these issues during 2011.

Safer Routes to Schools and School Travel Plans

The Council has completed the 20mph zones around all Edinburgh schools and continues to improve safety features around schools on a case to 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 week’, ‘bike to school week’, ‘travel-buddies’.

20 mph Zones and Speed Limits

Lower vehicle speeds make the pedestrian and cycling environment safer. A UK Government review¹ of the 250 20 mph zones revealed an annual accident frequency fell by 60%, the overall reduction in child accidents was 67%, and there was an overall reduction in accidents involving cyclists of 29%. To build on this success:

- we will continue to extend the coverage of 20mph zones in the City;
- we will pilot and, if successful, roll out area-wide 20 mph speed limits and 20mph limits on shopping-streets; and
- we will also support reduction of the default urban speed from 30 mph to 20 mph.

Tackling Missing / Sub-standard Walking and Cycling Links

For both walking and cycling links we will develop a mechanism to identify and prioritise for implementation missing or substandard links in the network – for example, alleys, poorly-surfaced sections of path, or points where a safe crossing of a major road is required.

Marketing and Promotion

Marketing and promotion is central to increase the number of people travelling by active modes: walking and cycling. The Council will produce an Active Travel Communication Strategy to coordinate and deliver all marketing and promotion activities under one brand name e.g. *'Active Edinburgh'* in 2011. As part of this communication Strategy, the Council and its partners will:

- take all opportunities to promote walking;
- promote walking for as a means of transport; and for recreation and physical activity;

¹ DfT, Traffic Advisory Leaflet 9/99

- learn lessons from, and seek to continue with the 'Better way to work' scheme (encouraging sustainable transport through employers);
- promote health benefits of cycling and walking for all abilities;
- corridor or destination based promotion;
- Participate in Green Exercise Partnership;
- promote Active Travel in workplaces/travel plans;
- undertake Travel Planning for households (Personalised Travel Plans);
- maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas and
- work together to support local initiatives to promote walking and cycling

We will promote these activities under a brand name 'Active Edinburgh' as part of this communication Strategy. The Council's 'Active Edinburgh' website will then become central to promoting and coordinating activities related to walking and cycling in Edinburgh.

We Love Leith

Established and managed by local volunteers, Greener Leith is dedicated to making Leith





They run a Green Travel campaign, 'We Love Leith' to inspire residents of Leith to travel on foot by bike and bus or encourage drivers at least to car-share, car-pool or eco drive. They promote Edinburgh's growing network of traffic free and low traffic routes in North Edinburgh as well as promoting existing walking and cycling journey

low traffic routes in North Edinburgh as well as promoting existing walking and cycling journey planners.

Craigmillar Active Travel Study

This Sustrans run project, funded by Promoting and Regenerating Craigmillar (PARC), seeks to encourage and enable Craigmillar residents (prospective, new and existing) to travel more actively and sustainably, especially for local trips. Activities include reviewing of all existing and planned routes, signage, information, promotion, events and communication channels. Two products will be developed as part of this project:

- an area active and sustainable travel guide including a map of existing walking and cycling routes and corridors, incorporating information on the various benefits of more active and sustainable travel; and
- an area active and sustainable travel Action Plan, listing current gaps in the existing infrastructure network, recommendations for improvements in order of priority, and recommendations for further promotion and marketing of active and sustainable travel opportunities in the area.



Photo Credit: Chris Hill

Walking Action Plan

Almost everyone walks at some time either as a form of transport or for leisure. For some, walking is the only transport option available, while for others, it is a key link connecting with public transport and/or cars at either end of, or in the middle of, a trip. Furthermore, it is often more than just a means of transport; for example, it is a popular leisure activity in its own right. Many people now walk as part of a fitness programme.

Walking is ideal for short journeys because it is free, congestion and pollution-free, efficient, reliable and healthy. It significantly reduces the risk of obesity, diabetes, and cardiac diseases, amongst many others. An enhanced pedestrian environment creates activity on the street which can improve personal safety and security and reduce vandalism. It can also help the local economy as, for example, in Edinburgh's Royal Mile[#]. It is, therefore, a vitally important form of transport that is key to advancing Edinburgh's transport vision, '*...to make Edinburgh's transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe...*'.

An improved walking environment needs to be accessible for disabled people – indeed, under the Public Sector Equality Duty of the DDA 2005, the Council has a duty to take reasonable measures to make the street environment fully accessible. However doing this will benefit everyone who uses the city's streets and public places on foot.

The ATAP aims to:

- increase levels of walking through the design and promotion of better facilities;
- improve the walking environment through new projects and maintenance;

- improve existing expertise in the creation of walking facilities, information and promotion;
- ensure the pedestrian environment is accessible to all; and
- better integrate walking with public transport and cycling.

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



In Grassmarket public realm has been improved substantially

Walking Potential

Edinburgh is already a very walkable city in comparison to other urban areas in Scotland, and walking in Edinburgh comprises around ¹:

- **19%** of all trips, as the main mode;
- **60%** of child journeys to school; and
- **18%** of journeys to work.

There is nonetheless great potential to increase walking,

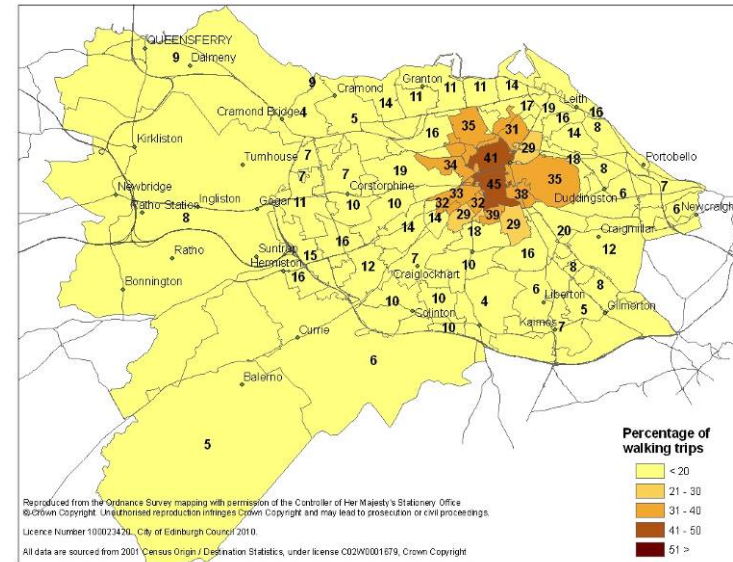
- **36%** of all journeys made in Edinburgh are less than 2 km long (less than 30 mins walk); and
- **19%** journeys are 1 to 2 km long (15 to 30 mins walk).
- **17%** of journeys are shorter than 1 km (less than 15 mins walk).

Many people already walk:

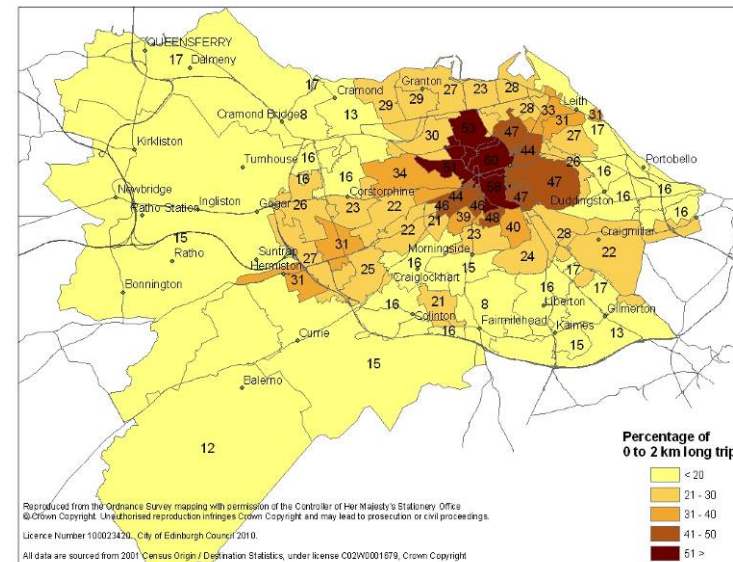
- **66%** of adults in Edinburgh make at least a trip on foot as a means of transport and **41%** just for pleasure or to keep fit at some point during a typical week;
- **22%** of adults walk as a means of transport **often** (between 3 and 5 days) while **11%** walk just for pleasure or to keep fit; and
- **31%** of adults walk as a means of transport **regularly** (on 6 or 7 days) while **13%** do so just for pleasure or to keep fit.

Analysis of Travel to Work² data indicates that in most parts of Edinburgh walking mode share could be increased by 10 to 20%.

- 1 Scottish Household Survey, 2005-06 - these figures exclude journeys under quarter of a mile/five minutes duration
- 2 Census 2001 Travel to Work data



In 2001, Central Edinburgh had the highest walking to work levels due to shorter distances to work destinations



Analysis of travel to work trip distances reveals that 5 to 20% more trips could have been made on foot

We aim to increase walking in Edinburgh to achieve the City's full potential for pedestrian travel. The walking actions developed as part of this ATAP are therefore 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** 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 Walking Action Plan will ensure that Edinburgh's walking environment continues to improve in line with these principles, which also have implications for the design of all schemes that change the street environment in any way, and for inspection of roads and footways. The specific actions and targets set out in this Walking Action Plan, developed with the help of the ATAP Steering Group and stakeholder consultation, are **summarised below and set out in greater detail in Appendix B.**

Headline Actions
PRIORITY CORRIDORS AND AREAS Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011, including review of guardrailling and removal of street clutter.

Based on identified priority corridors and areas (see Joint Actions), develop a prioritised list of pedestrian corridor/ area improvements in 2011
Based on identified Priority Corridors and Areas (see Joint Actions) review prioritisation of footway maintenance during 2010.
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 from 2012-2013 onwards
CROSSINGS AND JUNCTIONS Further develop the city's Urban Traffic Control (traffic light) system to increase priority to pedestrians at traffic signals.
TACKLING FOOTWAY OBSTRUCTION Develop a process to review the need for pedestrian guardrailling, and pilot this process during 2011.
Building on the experience of a pilot on George Street and in other Councils, further develop a 'de-cluttering decision maker' tool by April 2011 and use on the Haymarket to Dalry corridor
SIGNING AND PROMOTION Develop a Signing and Wayfinding strategy by 2012 to comprehensively upgrade pedestrian signing by taking full advantage of the existing and future technologies, beginning with the city centre.
Increase promotion of walking as a means of transport as part of an Active Travel Marketing Strategy including through the development of an Active Travel website.

Prioritisation of Areas and Corridors for Investment and Maintenance

It is unlikely that funds will be available to carry out improvements to the pedestrian environment across the whole city. Therefore some form of prioritisation is required. It is also important that we prioritise and target maintenance; some streets are far more important for pedestrians than others.

With this in mind we have carried out work looking at categorising streets in terms of their importance for pedestrians. The map shown at the end of this section shows the results of our initial analysis for priority corridors

and areas. As might be expected, this has identified shopping areas, local centres, the city centre and roads in high density residential areas and near large employers as priority pedestrian areas. More work remains to be done, for example we need to take account of influence of hospitals and schools.

As part of the ATAP preparation work, we have undertaken a pilot walking and cycling audit on the Haymarket to Dalry/Gorgie Corridor, in the Balgreen and Saughton Trams Stops area and at a major bus stop on Gorgie Road. In 2010-11, as well as making the necessary footway and crossing improvements highlighted in this audit, we will also undertake a street de-cluttering and guardrail removal pilot.

Street Clutter

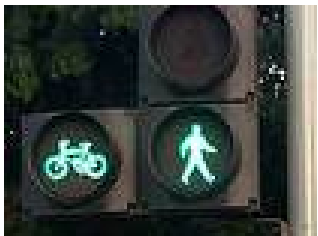
Over the years there tends to be a gradual build up of street furniture: bins; seats; “A-boards”; bollards; guardrail. These are sometimes unsightly, not in keeping with Edinburgh’s environment and obstruct pedestrian movement. The need for street furniture in priority pedestrian areas and streets should be reviewed and un-necessary street clutter removed using a “Quality Audit” process such as that recommended in “Designing Streets”.

The Royal Mile

The quality of the historic environment of the High Street is important, and the Royal Mile itself is an important deciding factor to encourage visitor trips to Edinburgh. The Royal Mile is also a key focus zone for events taking place as part of the annual Edinburgh Festival and Fringe

Improving Routes to Public Transport

We will improve the quality and DDA compliance of routes to/from tram and train stations and bus stops. To maximise the benefits of the tram as well as buses and trains it is important that routes to and from stops/stations are convenient and DDA compliant, particularly in view of inclusiveness and accessibility.



Festival, during which footfall on the Royal Mile is extremely high.

The City of Edinburgh Council has implemented a series of improvements to the High Street in the last two decades. In 1996, Environmental Improvements to the Royal Mile between George IV Bridge and St Mary’s Street were undertaken, and following the 2003 study improvements have also been implemented to Castlehill, Lawnmarket and 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:

- Installation of raised tables over junctions;
- Improved pedestrian crossing points;
- Increased pedestrian space/pavement width;
- Installation of seating areas;
- Phone boxes relocated to building’s edge;
- Installation of high quality granite pavements;
- Improved links through closes along length of high street; and
- Improved signage.

Crossings

Continuing to provide more DDA compliant crossings including introduction of formal ‘X’ crossings at key junctions to show pedestrians how long they have to wait, and to encourage them to take the most direct crossing line across junctions with appropriate signal phases.

Guardrailing

We will review the need for existing pedestrian guardrailing and minimising its use. Recent guidance produced by the UK Department for Transport was unable to find any relationship between levels of pedestrian accidents at junctions and the presence or absence of guardrailing. New Scottish Government guidance, *Designing Streets*, recommends the minimum possible use of guardrailing, as does the City Council's own guidance, *Standards for Streets*. A number of local authorities elsewhere in the UK are systematically reviewing the need for guardrailing and wherever possible removing it to improve the streetscape and reduce barriers to pedestrian movement. The City of Edinburgh Council intends to follow this example.

Tackling Footway Parking

Footway parking is an increasing problem that causes problems for pedestrians, especially disabled people, and people with luggage and prams, and which is unpopular with most road users. The Council is discussing increased powers in this area with Scottish Government and will use these when they become available.

Signing and Wayfinding



We will develop a Signing and Wayfinding strategy to comprehensively upgrade pedestrian signing, beginning with the city centre. As a major tourist city, Edinburgh needs a better system of pedestrian signage so that those unfamiliar with the city can find their way around. Such signage can also benefit locals by indicating routes of which they were previously unaware.

Marketing and Promotion

The Council will produce an Active Travel Communication Strategy to coordinate and deliver all marketing and promotion activities under one brand name e.g. '*Active Edinburgh*' in 2011. As part of this communication Strategy, the Council and its partners will:

- work with partners to produce 'Walking Time Maps' (eg to hospitals, green spaces etc) and distribute these free of charge;
- create and regularly update the Council's website which links to walkit.com, other walking initiatives and organisations websites;
- continue promoting 'Go for Gold', 'Walk Once a Week' and 'Five Minute Walking Zone' type of schemes at schools;
- 'Get Walking Keep Walking' campaign aimed at deprived areas to encourage regular independent walking close to home as part of everyday life; and
- promote parks and greenspaces and links to access to these areas.

Cycling Action Plan

Cycling is a cheap and efficient mode of transport for short to medium distance journeys. It offers great flexibility as people can personalise the routes they take according to their specific needs (eg direct routes, leisurely routes, safest routes). Moreover, it is good for the environment, health and the economy. It is cheap and accessible to most of the population, providing individual mobility to people who don't own a car. It is also a great recreational activity. Cycling for leisure can mean many things; from a short afternoon ride to mountain biking and touring.

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

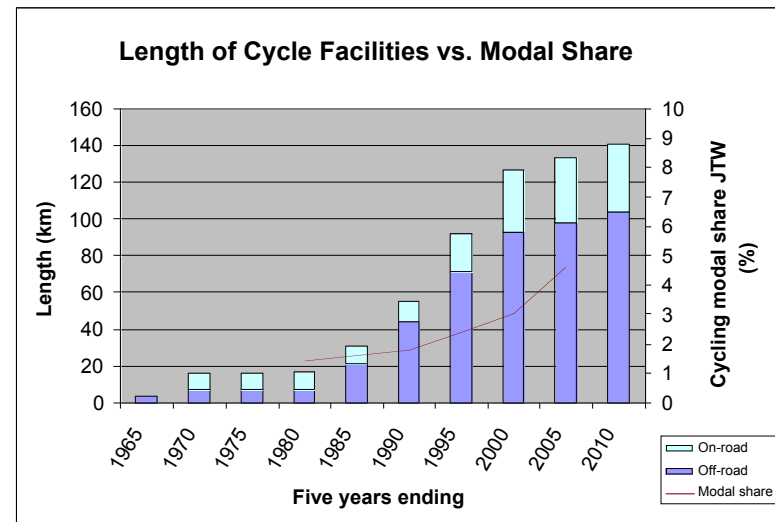
- set a target of at least 15% for the share of cycling in the modal split of trips for the year 2020
- set a target of reducing the risk of a fatal accident for cyclists by 50% by 2020

For cycling, the Active Travel Action Plan aims to:

- improve conditions on the existing cycle network, both on road and off-road
- extend the coverage of City's cycle network
- improve cycle access, cycle safety and cycle priority
- increase cycle parking provision
- support innovative cycling schemes
- promote cycling and its status
- increase mutual awareness and respect between cyclists, pedestrians and other road users
- improve coordination and partnership within the Council and between it and external organisations

Over the past 30 years Edinburgh has 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.



Potential for Cycling

Edinburgh has the highest cycling levels of all urban areas in Scotland, yet cycling in Edinburgh still only makes up around ¹:

- **2%** of all trips, as the main mode;
- **2%** of child journeys to school; and
- **6%** of journeys to work.

There is however great potential to increase cycling,

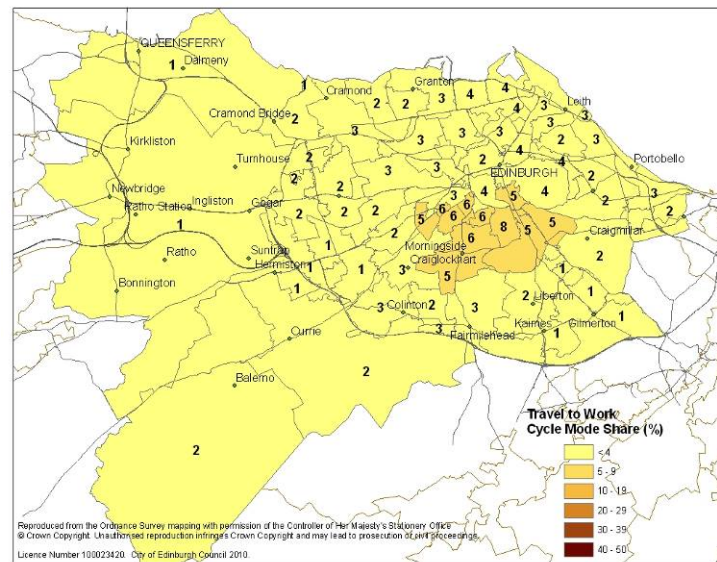
- **29%** of all journeys are 2 to 5 km long (a 10 to 20 minute bike ride)); and
- **11%** journeys are 5 to 10 km long (a 20 to 40 minute bike ride).

Analysis of Census Travel to Work² data indicates that cycle mode share in most parts of Edinburgh could be increased. Known barriers to cycling in Edinburgh include:

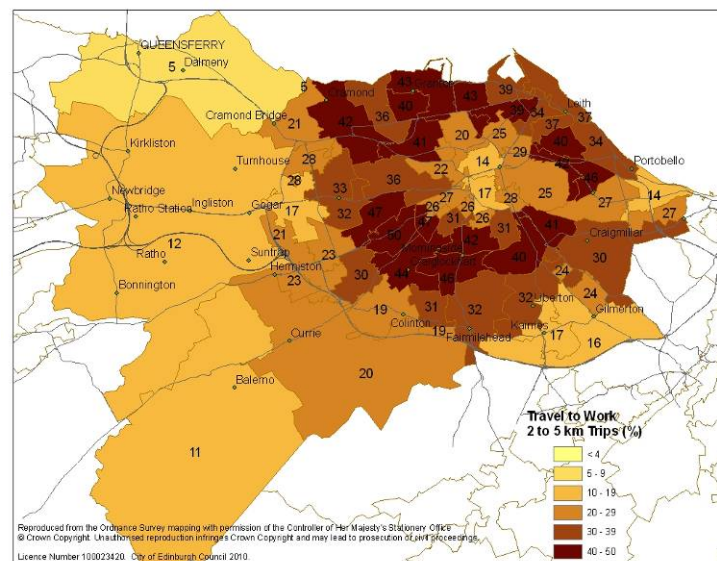
- Safety, and perceived safety, especially on busy roads;
- lack of parking at home and elsewhere;
- effort;
- weather;
- cycle theft;
- lack of information and skills; and
- culture and attitudes.

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

- 9 Scottish Household Survey, 2007-08 - these figures include journeys under quarter of a mile/five minutes duration
- 10 Census 2001 Travel to Work data



In 2001, South of Central Edinburgh had the highest cycle to work levels.



Travel to work information shows that, depending on area of the city, 4 to 10 times as many trips are within the ideal cycling range of 2 to 5km.

The specific actions and targets set out in this Cycling Action Plan, developed with the help of the ATAP Board and stakeholder consultation, are **summarised below and set out in greater detail in Appendix C.**

There are 4 broad areas of action:

- Network Improvements;
- Cycle Parking;
- Maintenance; and
- Marketing and Promotion.

Network Headline Actions
<p>THE FAMILY NETWORK</p> <p>Produce outline designs for all proposed routes in the long term “Family” Network by April 2011.</p>
<p>Fill key gaps in the Family Network / National Cycle Network routes, and link the network to key destinations, by April 2014. This will include East - West and North – South links across the city centre</p>
<p>CYCLE FRIENDLY CITY</p> <p>By April 2014 implement a comprehensive package of on-street improvements for cyclists in the ‘South Central’ area.</p>
<p>Review (by September 2011) and upgrade (by April 2013) provision for cyclists on main roads (A1, A7,A702, A70, A8, A90).</p>
<p>Produce outline designs for a forward programme of corridor improvements by April 2012.</p>
<p>Compile a programme of exemption of cyclists from one-way restrictions by September 2011 and implement programme by April 2014.</p>
<p>Install 50 additional Advanced Stop lines per year until all potential traffic signal approaches have this facility</p>

Implement local cycle links to tram stops at Broomhouse and Saughton by April 2012.

Work with the rail industry to introduce ‘Station Travel Plans’ and ‘Safer Routes to Stations’. Implement a pilot scheme at Dalmeny station by April 2013

Establish regular programmed maintenance of lines and coloured surfacing associated with on-road bus and cycle facilities by April 2011

Increase priority of maintenance of surfaces and vegetation on off-road routes including non-adopted paths by April 2011 and amend winter maintenance priorities by November 2010

Review parking restrictions in cycle lanes

Develop a signing strategy during 2010 and implement upgraded signing by April 2012

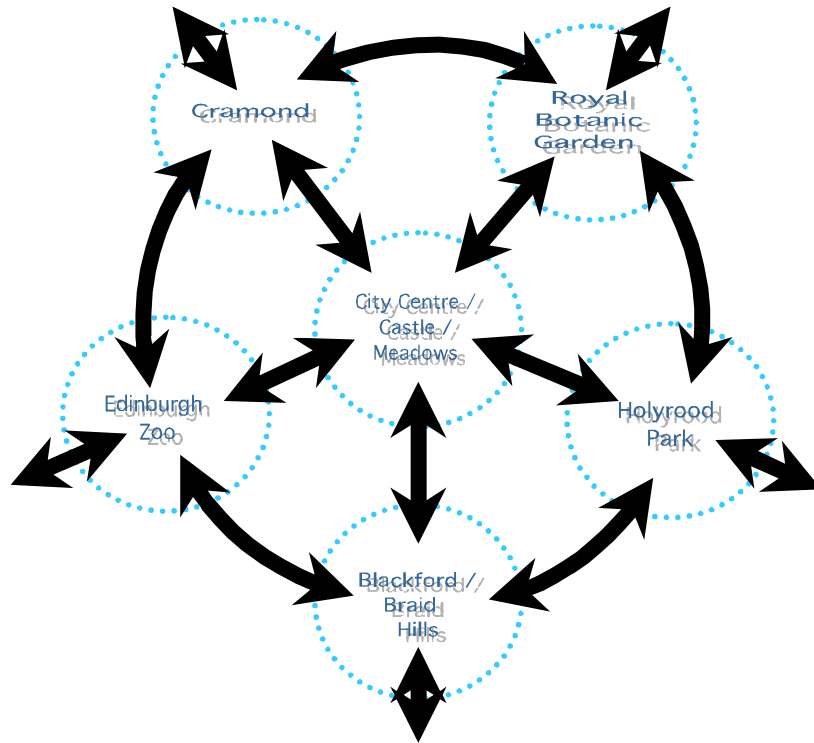
Network Improvements

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

Family Network

We will develop a network, predominantly on quiet roads and off-street, aimed at feeling safe and secure for less confident cyclists including family groups and older unsupervised children. Routes on this network will aim for the same criterion 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, Appendix E gives an indication of the kind of standards we wish to see on this network.

The network has the over-riding aim of maximising potential for easy enjoyable cycling that gets people to their desired destination. In order to achieve this aim it will need to cross the City Centre east-west and north south, and allow trips to bypass the centre through the inner and middle suburbs. This is so people can cycle to the city centre and its many



destinations, but also avoid it if they wish.

Some of the Family Network is already in place. Its core is the off-road routes in the city, mainly using disused railways. But there are important gaps. This plan proposes prioritised progress towards a comprehensive long-term network.

The routes proposed for early completion are shown in Figure 1, which highlights the necessary improved links.

In summary these:

- Improve links from the existing off-road network to and through the city centre; from North, South and West
- Upgrade links to key recreational destinations like the Royal Botanic Garden, Edinburgh Zoo and Holyrood Park (the latter forming stage one of a Family Network route to the city centre from east Edinburgh)
- Fill short but important gaps in the existing network, for example from the Union Canal to the north Edinburgh off-road path network.
- Create a new arm of the off-road network linking Leith to Portobello, subject to successful additional funding bids.

Achieving these improvements will require implementing a number of individual projects. We plan to implement these by April 2014.

There are options for how these links are achieved. For example a link from the North Edinburgh path network to the Union Canal could be achieved at fairly low cost on road, or at much higher cost but to a much higher standard largely off-road. What is built and when will depend on funding and in some cases issues such as land acquisition. The list above is considered realistic at the 2010/2011 level of Capital budget funding, but the full link to Portobello and a high standard North Edinburgh Path network to Union Canal link are likely to require additional funding.

A second early priority for the Family network will be to produce outline designs for all the routes in the long-term proposed network. The main objectives of this are:

- To enable parts of the network to be delivered in conjunction with other Council projects or developments
- To assist in funding bids

The target is to have these outline designs prepared by April 2011.

- Link from 'Innocent' railway cycle path to Meadows (NCN 1)(A)
- Upgrade link from Meadows via city centre to N Edinburgh path network (NCN 1 and 75)(C)
- Upgrade link from Union canal to Meadows (NCN 7)(B)

(A), (B) etc = indicative priorities.

- Union Canal to Princes Street, Rose Street (A) and Royal Mile (NCN 75)(C)
- Roseburn (end of N Edinburgh rail paths) to Princes Street, Rose Street (A) and Royal Mile (NCN 1)(C)
- Union Canal to N Edinburgh path network link (NCN 1 to NCN 75)(B)
- Link to Roseburn from Carrick Knowe cycleway and Edinburgh Park-Broomhouse-Stenhouse tram parallel cycleway (C)
- Link to Edinburgh Zoo from Carrick Knowe cycleway (C)
- Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) and West (from Craigleith - NCN 1) gates of Botanic Gardens (A)
- Granton rail path to Cramond promenade (B)
- Portobello - Seafield - Leith - N Edinburgh path network link (NCN 76) (C)

SEE SEPARATE PDFs FOR 2020 FAMILY NETWORK MAPS.

Cycle Friendly City

The Cycle Friendly City programme aims to make travel by bike anywhere in the city convenient and attractive. This will involve provision for cyclists on main roads as well as crossings linking up quieter side roads. In recognition of the multiple pressures in space on the road network, this network will focus on making cycling feel as convenient, safe and comfortable as possible for day to day cyclists (that is commuters, shoppers, people otherwise going from A to B).

This network will focus on:

Travel from areas with high cycling potential. These will be defined based on recorded levels of cycling (e.g. from the Census), potential for trips in the ideal cycling range of 2-5 km and hilliness.

Travel to areas with the greatest potential to generate utility bike trips. These include:

- The City Centre (especially major transport hubs such as stations)
- Other major centres of employment and activity e.g. Gyle/Edinburgh Park, Leith and Leith Docks, Universities, Royal Infirmary area
- Further Education institutions, hospitals, Waverley and Haymarket stations and shopping centres

Other potential generators of bike trips including tram stops, suburban rail stations and selected bus stops, primary and secondary schools

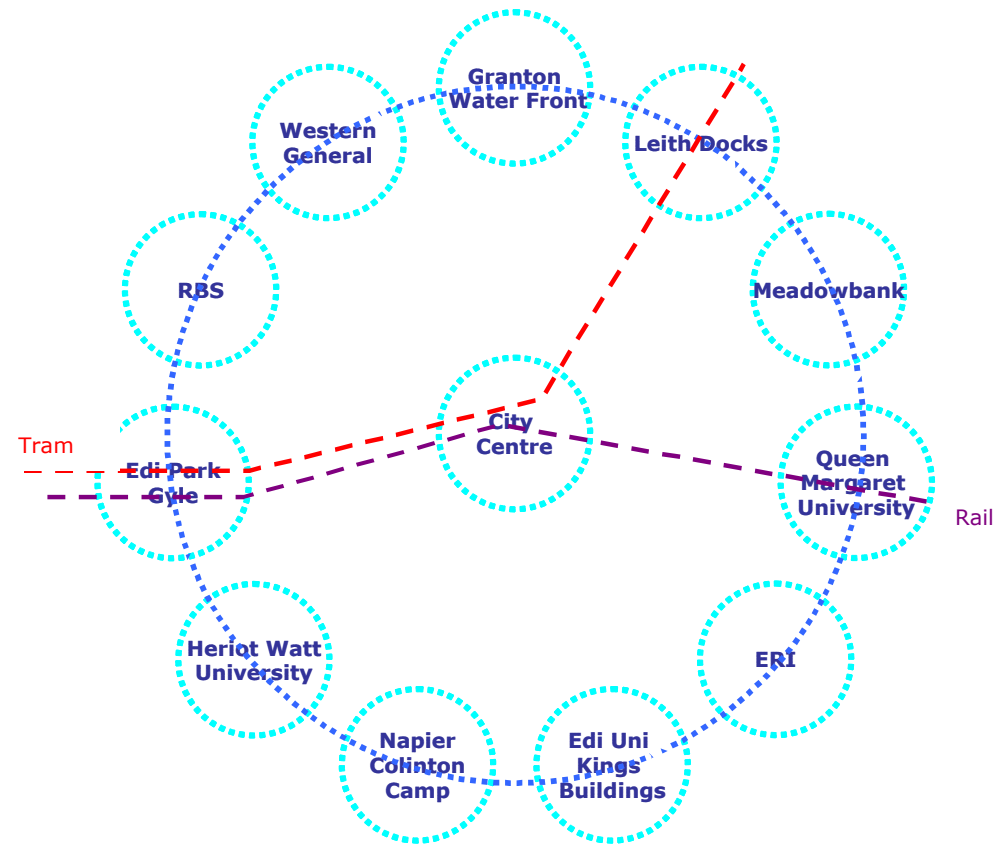
The Cycle Friendly City network will have two main areas of focus:

- a. Area- wide improvements in the parts of the city with the greatest potential to generate bike trips; and
- b. Upgrading provision for cyclists on the cities main roads.

Area-wide improvements

By April 2014 we will implement a comprehensive package of on-street improvements for cyclists in the ‘South Central’ area of the city. This will include ‘quality bike corridor’ improvements from the city centre via both

Newington (by end 2011) and Marchmont (by end 2012) to the University of Edinburgh Kings Buildings site and the Royal Infirmary. The Quality Bike Corridors will involve on street cycle facilities such as cycle lanes, but also improved cycle parking and marketing.



Quality Bike Corridors will be a key part of the package. But the aim of creating a part of the city where the bicycle is seen to be an attractive choice for all suitable trips requires more. So other route and junction improvements will also be taken forward. It is also hoped to implement a 20mph speed limit in residential streets in a large part of the area, contributing to both real and perceived improvements in safety for cyclists, pedestrians and other road users.

At present it is envisaged that the second area of the city for area-wide treatment will be from the centre westwards, followed by the North and Northeast.

Main road provision

We will also review (by September 2011) and upgrade (by April 2013) provision for cyclists on main roads listed below. Most of these already have extensive bus and cycle priority, but there are gaps in provision.

- A1 London Road – Willowbrae Rd
- A7 Dalkieth Rd - Old Dalkeith Road, A701 Bridges – Liberton Rd – Burdiehouse Rd and A772 Gilmerton Rd
- A702 Lothian Rd – Bruntsfield Place
- A70 Dalry Rd - Slateford Rd and A71 Gorgie Rd - Calder Rd.
- A8 West Coates - Corstorphine Rd - Glasgow Road
- Crewe Road South – Orchard Brae

Some key corridors currently have little or no cycle provision. By the end of 2012 we will produce outline designs for a forward programme of improvements on these, including the A90 Queensferry Rd, Portobello Rd, Colinton Rd, Morningside Rd – Comiston Rd and Easter Rd.

In order to increase the efficiency and safety of our cycle network, we will review parking restrictions in cycle lanes and continue the programme of

installing Advanced Stop Lines to all potential traffic signal approaches. In order to make cycling even more convenient, we will compile and then implement a programme to formally exempt cyclists from suitable one-way restrictions.

Signing

We will develop a signing strategy so that cyclists are able to follow their routes easily and without confusion. The signing strategy will set up principles, guidelines and a work programme for signing our ‘Family’ and ‘Cycle Friendly City’ networks.

Integration with Public Transport

Improving cycle links along with provision of cycle parking at rail, tram and bus stations can allow for combined cycle/public transport trips to replace longer car journeys. 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. We will also pilot improving local links to tram stops at Broomhouse and Saughton.

Cycle Parking Headline Actions

Review City Centre bike parking by the end of 2010 and upgrade provision by September 2011.

Review suburban shopping centre bike parking as part of network corridor reviews and quality bike corridor development.

Review bike parking at major public destinations including sports centres by September April 2012 and upgrade by April 2013

Continue programme of installing bike parking on request. Reduce time between request and implementation.

Continue to apply bike parking standards to new developments.

Produce/disseminate guidance on cycle parking for tenements/flats by September 2011.

Pilot on-street residential bike parking by April 2013.

Pilot improved bike parking for existing social housing by April 2013.

Cycle Parking

Research carried out in Edinburgh and elsewhere indicates that lack of cycle parking can be an important deterrent to cycling*. So alongside measures to make the bike journey safer and more convenient we need to take action on cycle parking. For example:

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.

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 are currently developing guidance on this issue. Recognising that self-help will not be able to address all the issues, we will pilot approaches that allow people to store their bikes at ground level, including on street.

At Public Transport Interchanges – we will provide parking at rail, tram and bus stations to allow people to combine cycle/public transport trips to replace longer car journeys. The Council would like to see the development of one or more ‘bike hubs’ and Waverley or Haymarket Stations are obvious locations. We would welcome Scottish Government funding for such an initiative, echoing similar funding for major English rail stations.

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 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 high proportion of students cycling to College and University sites. Improved secure parking at universities and colleges could encourage more students to cycle. We will work with Colleges and Universities to increase bike parking in parallel with promotion and route improvements.

Training, Marketing and Promotion Headline Actions

Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. The plan will also include actions aimed at encouraging increased cycling by secondary age pupils.

Consult Schools and School councils in preparing the plan.

Make available increased resource from School Travel Co-ordinators and Active Schools Co-ordinators to support training.

Promote good driver and cyclist behaviour.

Install one or more public display bike counter by September 2011.

Achieve Cycle Friendly Employer status for City Chambers and Chesser House Council sites by April 2012.

Support development of bike share schemes.

Scottish Cycle Training Scheme (SCTS)

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 and thus help reduce the significant numbers of child cyclists involved in crashes on the road. The students learn a variety of manoeuvres on and/or off-road, complemented by cycling theory in the classroom, and the scheme is linked to the National Curriculum Framework.

Within Edinburgh, the SCTS is managed by our Active Schools Co-ordinators and currently 25% of school children take part in the scheme. We aim to increase this to 50% by 2013/2014 and 100% by 2016/2017.

Adult Cycle Training

Many adults cannot cycle, or lack the confidence to do so more often. Training sessions are important to give adults confidence and improve their cycle skills. Training can be done individually or as part of a group. It is important that each session is individually tailored to a person's needs. It should cover issues such as how to position oneself in traffic, discover the best ways to get to work, or for leisure rides. We will promote and support organisations providing cycle training for adults.

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. Currently, we have achieved the CFE status for our Waverley Court site and will achieve CFE status for the City Chambers and Chesser House Council sites by April 2012. As an employer, we have already:

- introduced a bike to work scheme which is still in operation;
- 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 with the Chamber of Commerce to increase uptake of the CFE awards among local businesses.

Cycle Friendly Schools

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.

Bike Share Schemes

Our previous studies concluded that there is a significant level of demand for a bicycle share scheme in central Edinburgh but that the scheme will predominantly attract people already walking, using buses and a small number of car users. Revenue income is not expected to cover the operating costs of a scheme and the recharged capital costs of installation. Income from advertising/ sponsorship revenue could help to make up the funding shortfall but is expected to be minimal in the short to medium term due to the current economic climate.



However it is recognised that Bike Hire Schemes have had an important role in changing the perception of cycling where they have been implemented. So the Council will support the development of small schemes. For example, we will discuss the potential for bike share schemes with employers at Edinburgh Park and Gyle Business Parks.

Some examples of best practice in cycling in Edinburgh include:



Programme of installing Advanced Stop Lines (ASLs)

Since the beginning of the programme in 1990s, we have around 500 ASLs installed at the City's signalised junctions. ASLs are effective safety measures as well as helping promote cycling.

They are designed to put cyclists clearly into the view of drivers. ASLs appeared to have improved pedestrian safety at crossings, probably by increasing the separation between crossing pedestrians and waiting motor vehicles.

ActivCity Cycle North Edinburgh is working with children, young people, young women, ethnic minority groups, families and adults from low income groups in North Edinburgh. Initiatives have been designed to raise awareness of cycling generally, displaying the cycling facilities in the local area, increasing people's confidence, building awareness and knowledge about cycling and developing an interest in cycling in the longer term. Each community group or organisation receives cycling information and education tailored to their specific needs, and a range of cycling initiatives best suited to them.



The Bike Station is Edinburgh's bicycle recycling and cycling promotion charity. The Charity repairs unwanted bikes and put them back on the road as well as providing cycle training and bike maintenance training to promote cycling as a healthy and sustainable means of transport across Edinburgh, the Lothians and beyond. The

Bike Station receives grant from the City of Edinburgh Council in recognition of its role in recycling # bikes a year.

The Spokes map is a highly successful and useful cycle map of Edinburgh that has now been in production for 25 years. The map has sold over 100,000 copies and helped countless cyclists find the best way around this wonderful city.

Targets; Monitoring;

TARGETS

Our headline Targets include

Mode share

The Charter of Brussels sets a modal target of at least 15% of all journeys to be made by bicycle by 2020.

Target still to be set for walking, likely to be a modest increase in share of all journeys.

Safety

The Council recently adopted a new Road Safety Plan including the targets to reduce the casualty rate for pedestrians and cyclists killed and seriously injured by 50% by 2020. This means we aim to halve the risk of death or serious injury to an individual making a trip by foot or bike . It is consistent with our commitment to the Charter of Brussels which requires a 50% reduction by 2020 in the risk of cyclists having a fatal collision.

The ATAP has a big part to play in achieving these targets – not least by increasing number of people cycling and walking.

MONITORING

Our proposals for monitoring are set out in the table below. We will also use the Health Economic Assessment Tool (for cycling) produced by the World Health Organisation to show the health cost-benefits of increasing

Review

cycling as a modal share.

[Http://www.euro.who.int/__data/assets/pdf_file/0011/87482/E90948.pdf](http://www.euro.who.int/__data/assets/pdf_file/0011/87482/E90948.pdf)

REVIEW

The Action Plan will only retain its relevance and effectiveness if it is regularly updated. A review of the Plan will be carried out every two years. Such reviews will measure progress on the interventions, and ensure the Plan reflects current Government and Council policies, as well as the prevailing economic conditions.

1 Percentages shown in brackets are representative of all casualties killed or seriously injured on Edinburgh's roads, attributed to a particular mode.

Monitoring

Ref.	Target/Objective	Indicator	Status
1	15% mode share for cycle use by 2020	Modal share derived from Scottish Household Surveys	2007-08 2% of all trips, as the main mode 2% of child journeys to school 6% of journeys to work
2	Cycle use in the city	Proxy for mode share derived from cycle counters Cycle use amongst participants in bike promotion schemes	###
3	Cycle numbers and mode share for travel to Central Edinburgh	Both number and mode share derived from annual counts monitoring of pedestrian flows and composition in central Edinburgh, CEPATS	2009 1,327 Total inbound 617 Total outbound 1,944 Total
4	Pedestrian numbers and mode share for travel to Central Edinburgh	Both number and mode share derived from annual counts monitoring of pedestrian flows and composition in central Edinburgh, CEPATS Walking amongst participants in promotion schemes	2009 17,710 Total inbound 5,761 Total outbound 23,471 Total
5	50% of primary school children provided with cycle training to national Standard by 2013-14, 100% by 2016	% of primary school children take part in the scheme.	2010 SCTS 25%
6	Increasing satisfaction with the cycle and pedestrian environment	% of people stating satisfied and highly satisfied with cycling and walking in Edinburgh - Bi-annual attitude surveys	No base line data available
7	Reduction in cycle theft	Cycles stolen	

APPENDIX A - JOINT ACTIONS DETAILS

ACTION	TIME	LEAD	PARTNERS
CO-ORDINATING THE ACTIVE TRAVEL PLAN			
Set up a co-ordinating group for Active Travel initiatives	S	CEC Trans	
DESIGN, AUDIT AND TRAINING			
Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists, by April 2012	S	CEC Trans	
Produce design guide(s) for walking and cycling taking into account the 'Designing Streets' philosophy by end 2011	S	CEC Trans	CEC Planning, SfC
Train practitioners using design guidance	S-L	CEC Trans	
PRIORITY CORRIDORS AND AREAS			
During 2010 and 2011, use relevant information to further develop priorities for investment in pedestrian priority and for maintenance of footways, footpaths, cycle lanes and cycle tracks. (See Walking and Cycling Actions for proposals relating to using the above prioritisation)	S	CEC SfC	CEC Trans

NETWORK DEVELOPMENT			
By April 2011 set up an Internet-based mechanism for members of the public to report /identify 'missing links' or other proposals from improving the walking and cycling environment	S	CEC SfC	CEC Trans
Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning	S	CEC Trans	CEC Planning, SfC, Living Streets, Spokes
Work with Royal Park to improve conditions for cycling and walking	S-M	CEC	
Subject to discussions with Lothian and Borders Police and the Scottish Government, introduce a pilot area-wide 20mph speed limit in part of suburban Edinburgh by April 2012. Evaluate effects and, if successful, roll out more widely.	S	CEC Trans	
Work to increase enforcement of Planning Conditions with regard to walking and cycling	S-M	CEC Planning	
Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property	S-L	NHS (HP; Ed CHP)	
Based on the best practice elsewhere and experience with Pilot Pedestrian/Cycling audit, develop and review an auditing tool to assess streets/public spaces for the provision of walking and cycling facilities	S	CEC TRANS	SfC / Living Streets
MAINTENANCE			
Develop a system for maintenance of Core Paths		CEC	
Review inspection regime for utilities reinstatements	S	CEC – SfC	
Improve maintenance reporting through a web application	S	CEC TRANS	

SCHOOLS			
Continue safer routes to school programme	ongoing	CEC- RS	
Continue developing school travel plans	ongoing	CEC- RS	
Incorporate cycling/walking issues/activities into curriculum for excellence.	S-M	CEC C+F	
MARKETING , PROMOTION AND SIGNING			
By April 2011 Produce an Active Travel Communication Strategy to coordinate marketing and promotion initiatives - see below for likely contents. The Communication Strategy will be taken forward under a unified brand	S	CEC TRANS	
Take all opportunities to promote walking and cycling <ul style="list-style-type: none"> organise scheme openings promotional events eg North Edinburgh Cycling, Bike Station, We love Leith support local initiatives review opportunities for using Fairer Scotland Fund (strategic and local) and Climate Change Fund 	S-M	CEC TRANS / NHS / All	
Promote cycling and walking for sport and recreation (and physical activity/health more generally)	S-L	CEC	
Continue 'Better way to work' scheme and seek funding to continue	S	Bike Station	
Promote Active Travel in workplaces/travel plans	S-L	CEC TRANS	
Modify website to promote walking and cycling effectively	S	CEC TRANS	
Promote health benefits of cycling and walking for all abilities	ongoing	NHS	
Corridor or destination based promotion – focussing on corridors where other improvements are being undertaken	ongoing	CEC TRANS	

Undertake Individualised Travel Planning, subject to securing external funding	S-L	CEC TRANS	
Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas	S-L	NHS (HP; Ed CHP)	
Signing			
Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths	S- M	CEC	
MONITORING AND REVIEW OF ATAP			
Review and assess ATAP actions	S/M/ L	NHS (Ed CHP; Public Health)	
Record and analyse experience of active travel participants	S/M/ L	NHS HP + Ed CHP	
Monitoring including public satisfaction			
Work with ERI and ISD to improve recording of pedestrian and cycling accidents	M	NHS (Public Health – HIU; ERI)	
SEEKING LEGISLATIVE CHANGE			
Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking	ongoing	Living Streets / CEC TRANS	
Encourage Scottish Government to seriously consider reducing the default urban speed from 30 mph to 20 mph	S	CEC	

mph to 20 mph			
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APPENDIX B: WALKING ACTIONS DETAILS

ACTION	TIME	LEAD	PARTNERS
PRIORITY CORRIDORS AND AREAS			
Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	S	CEC Transport	CEC SfC/ Planning
Based on identified Priority Corridors and Areas (see Joint Action ##) develop a prioritised list of pedestrian corridor/area improvements by the end of 2011	S	CEC Transport	CEC SfC/ Planning
Based on identified Priority Corridors and Areas (see Joint Action ##) review prioritisation of footway maintenance with a view to increasing the priority for maintenance of heavily used routes by the end of 2010.	S	CEC SfC	Transport
Review frequency of inspections of the highest priority routes by end 2011	S	CEC SfC	
INTEGRATION WITH PUBLIC TRANSPORT			
Based on the audits of routes to Saughton and Broomhouse Tram stops carry out improvements to the pedestrian routes to these stops in time for the opening of the Tram.	S	CEC Transport	
Audit other tram stops and improve pedestrian routes to/from these.	M	CEC Transport	SfC
As part of any major re-development in the Haymarket area, review and upgrade pedestrian routes to Haymarket Station.	S- M	CEC	
As part of any city centre public realm/pedestrian priority project, review and upgrade access to Waverley Station.	M	CEC Transport	CEC Planning Network Rail / Transport Scotland

By April 2012 produce a priority list of bus stops for improved access (ie routes to and from the stops) and implement a programme of improvements - with an initial target of 20 bus stops per year from 2012-2013 onwards.	S-L	CEC Transport	
CROSSINGS AND JUNCTIONS			
General			
Continue to provide DDA compliant dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects	Ongoing		
Set up a process for reporting missing dropped kerbs / identifying priority new dropped kerbs by the end of 2011.	S	CEC SfC	CEC Trans
Implement identified new dropped kerbs	S	SfC	
Continue programme of pedestrian crossings installation. During 2011 new puffin crossings are proposed at [TEXT REQUIRED]	Ongoing	CEC RS	

Traffic Signalled junctions			
By #### , review all pedestrian phases to extend 'green man' time and crossing clearance time in accordance with current best practice.			
Continue to add pedestrian phases to traffic signalled junctions. A further ## Junctions will be treated by 2014 .	Ongoing	CEC Trans	
Develop an Urban Traffic Control (UTC) Strategy / Action Plan to increase provide priority to pedestrians at traffic signals (eg pedestrian phase delivered at next signal stage at quieter times of day) Pilot at one or more junctions by the end of 2011. Apply similar principles at stand-alone traffic signals.	S	CEC Trans	
Pilot a formal 'X' crossing at one or more junctions by 2013. Extend if successful	M	CEC RS	
TACKLING FOOTWAY OBSTRUCTIONS			
Based on experience elsewhere, develop a process for review and removal of guard-railing in the City by April 2011	S	CEC TRANS / Planning / SfC	
Building on the experience of a pilot on George Street and in other Councils, further develop a 'de-cluttering decision maker' tool by April 2011.	S	CEC TRANS / Planning / SfC	
Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement - by end of 2011	S	CEC TRANS / Planning / SfC	
Introduce 24 hour waiting and loading restrictions at all pedestrian crossing points at junctions within the Controlled Parking Zone by 2014	M	CEC Trans	
By April 2011 set up a process to make it easier to request new or extended parking and loading restrictions at junctions	S	CEC TRANS / SfC	

SIGNING, MARKETING AND PROMOTION			
Signing			
Produce a Signing and Wayfinding Strategy / Action Plan taking into account existing/future Core Paths signing including exploring new technology options	S	CEC TRANS / C+L / Planning	
Use the newly developed Signing and Wayfinding Strategy to comprehensively upgrade pedestrian signing, starting with the city centre	S	CEC City Dev / SfC / C+L	
Marketing and promotion (see Joint Actions)			
Implement Active Travel marketing Strategy - See below for likely contents relating specifically to walking			
Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking	S-M	CEC Trans/ NHS	Employers
Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and other organisations websites	S	CEC Trans	CEC SfC
Support schools- based campaigns to encourage walking – for example 'Go for Gold'	?	CEC Trans	
Promote, support and develop health walking schemes across the city, particularly in deprived areas	S-M	NHS / CEC SfC	
Promote parks and greenspaces and links to access to these areas		CEC Parks/ SfC	
Publicise walking routes and paths that are particularly suitable for disabled people	S	Ed Access Panel and Fieldfare trust	

APPENDIX C CYCLING ACTIONS DETAILS

NETWORK DEVELOPMENT

ACTION	TIME	LEAD	PARTNERS
'Family' Network			
Produce outline proposals for all routes to enable input to Planning Process and other projects	S	CEC Trans	
Fill key gaps in core / national cycle network routes, and link network to key destinations, by April 2014 <ul style="list-style-type: none"> • Union Canal to Princes Street, Rose Street and Royal Mile (NCN 75) • Roseburn (end of N Edinburgh rail paths) to Princes Street, Rose Street and Royal Mile (NCN 1) • Union Canal to N Edinburgh path network link (NCN 1 to NCN 75) • Link to Roseburn from Carrick Knowe cycleway and Edinburgh Park-Broomhouse-Stenhouse tram parallel cycleway • Link to Edinburgh Zoo from Carrick Knowe cycleway • Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) and West (from Craighleith - NCN 1) gates of Botanic Gardens • Granton rail path to Cramond promenade • Portobello - Seafield – Leith - N Edinburgh path network link (NCN 76) • Link from 'Innocent' railway cycle path to Meadows (NCN 1) • Upgrade link from Meadows via city centre to N Edinburgh path network (NCN 1 and 75) • Upgrade link from Union canal to Meadows (NCN 7) 	S-M	CEC Trans	Sustrans

Cycle Friendly City			
By April 2014 implement a comprehensive package of on-street improvements for cyclists in the 'South Central' area, including corridor improvements from the city centre via both Newington (by end 2011) and Marchmont (by end 2012) to the University of Edinburgh Kings Buildings site and the Royal Infirmary. Complement these improvements with improved cycle parking and marketing.	S-M	CEC Trans	
<p>Review (by September 2011) and Upgrade (by April 2013) provision for cyclists on main roads</p> <ul style="list-style-type: none"> • A7 Dalkieth Rd - Old Dalkeith Road, A701 Bridges – Liberton Rd – Burdiehouse Rd, A772 Gilmerton Rd • A702 Lothian Rd – Bruntsfield Place • A70 Dalry Rd - Slateford Rd, A71 Gorgie Rd - Calder Rd. • A8 West Coates - Corstorphine Rd - Glasgow Road • A90 Queensferry Road Crewe Road South – Orchard Brae • A1 London Road – Willowbrae Rd <p>This work to include review of parking restrictions in cycle lanes and assessing filling missing links and improvements at junctions</p>	S-M	CEC TRANS	
<p>Implement (further) Quality Bike Corridors - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Rd, Colinton Rd, Morningside Rd – Comiston Rd and Easter Rd.</p> <ul style="list-style-type: none"> • Good on-road provision • Parking • Marketing – destination and catchment • Branding 	S-L	CEC TRANS /Comms and Employers	
Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts	S-M	CEC Trans	
Implement, sign and promote cycle alternatives to the Tram route	S	CEC Trans	Tie
Introduce advance cycle detection at signalled cycle crossings and toucans	S-L	CEC Trans	

Introduced an Advance cycle phase (ie giving cyclists an early green light) at key junctions	S-L	CEC Trans	
Develop reporting system for traffic signals that fail to detect cyclists and implement remediation programme	S-M	CEC Trans	
Compile programme of exemption of cyclists from one-way restrictions by September 2011 and implement programme by April 2014	M-L	CEC Trans	
Carry out a programme of installing lighting (LED and Conventional) of off-road paths	S-L	CEC Trans	
By 2012, implement a programme to modify kerbs at entry and exit points of cycleways ensuring they are flush	S	CEC Trans	
Install 50 additional Advanced Stop lines per year until all potential traffic signal approaches have this facility	S-M	CEC Trans	
Review and upgrade parking/loading restrictions in existing cycle lanes	S-M	CEC TRANS	
Improve surface and drainage of Water of Leith path	S	CEC TRANS	
General			
Review accesses to the North Edinburgh path network	S	CEC Trans	
Produce signing/wayfinding strategy and programme	S	CEC Trans	CEC Parks
Sign network according to the signing / wayfinding strategy	S-M	CEC Trans	CEC Parks
Introduce a presumption against relaxing parking regulations that help protect any cycle facility		CEC Trans	
MAINTENANCE			
Institute regular programmed maintenance of lines and red surfacing and signing	S	CEC-SfC	
Increase priority of maintenance of surfaces and vegetation on off-road routes including non-adapted paths and winter maintenance	S	CEC-SfC	CEC Trans

adopted paths and winter maintenance			
Encourage greater community involvement / ‘ownership’ of the off-road cycle path network and strengthen volunteer involvement in maintenance (rangers etc)	S	CEC-SfC	CEC Trans/Sustrans/ Spokes/ Greener Leith / other volunteer groups/
Create a function/application on website to report abandoned bikes	S	CEC Trans	
CYCLE PARKING			
General			
Introduce a web request form for bike parking	S	CEC TRANS	
On-line map of cycle parking	S	CEC TRANS	
On Street			
Review and upgrade city centre cycle parking by 2012	S	CEC TRANS	
Carrying out a programme of reviewing and upgrading “Town centre” bike parking	S-M	CEC TRANS	
Continue programme of installing bike parking on request. Reduce time between request and implementation	ongoing	CEC TRANS	
Major Destinations			
Review and upgrade cycle parking at sports centres/libraries/other Council facilities	M	CEC TRANS	
Continue to apply bike parking standards to new developments	ongoing	CEC-DC	
Employers			
Provide bike parking best practice information to employers	S	CEC TRANS / Bike Station	

Residential			
Produce/disseminate guidance on cycle parking for tenements/flats	S	Spokes	CEC Trans
Pilot on-street residential bike parking	S-L	CEC Trans	Residents
Pilot improved bike parking for existing social housing	S-M	CEC Trans	CEC Housing/ Housing Associations
TRAINING, MARKETING, PROMOTION			
Schools and Training			
Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children from P6 onwards receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. The plan will also include actions aimed at encouraging increased cycling by secondary age pupils dependant on availability of resources and mandate.	S	CEC C+F	
Promote cycle training to Head Teachers and School Councils	S	CEC- C+F	CEC Trans, NHS
Support School Councils in implementing cycle training	M	CEC C+F	CEC Trans, cycle training providers
Develop and deliver appropriate measures to ensure higher numbers of teenagers cycle / I-Bike	M	CEC C+F	SUSTRANS, CTC Cycling Scotland, Scottish Cycling Bike Station
Support After school bike clubs		CTC Bike Clubs	Scottish Cycling
Incorporation of cycling/walking issues/activities into curriculum for excellence – physical activity and sport / physical activity and health	S-M	CEC C+F	

Marketing and Promotion - see Joint Actions			
Implement measures in the Active Travel Marketing Plan - these are likely to include actions listed below:			
Promote good driver and cyclist behaviour – respect (including professional drivers)	S-L	CEC TRANS	Operators
Promote/support adult cycle training (eg through website)		CEC Trans	
Promote/support led rides	S	Bike Station/ ChangingPac e Sustrans	
Install one or more Public bike counter(s) at prominent locations	S-M	CEC –SP	
Edinburgh Cycle Map – continue production, updating and distribution.	Ongoing	Spokes	
Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation	S	CEC Trans	LB Police
Raise awareness of bike recycling and the role of the Bike Station		Bike Station / CEC Comms	
SUPPORT LOCAL AND NATIONAL CYCLE PROMOTION INITIATIVES including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Pedal for Scotland, Cycle Friendly Employer Scheme, A better way to work			
Community Cycling Initiatives			
Support Community bike clubs/workshops		NHS HP; Ed CHP	ChangingPace Bike Station
Develop new programmes to increase demand and up-take of cycling, particularly in deprived areas	S-L	NHS HP; Ed CHP	

Leading by Example			
Achieve Cycle friendly employer status for major Council sites			
NHS Lothian to deliver BikeBUDI scheme to its staff		NHS (see next column)	(Health Promotion; Ed CHP; Transport and Travel Manager)

INTEGRATION WITH PUBLIC TRANSPORT			
Work with rail industry to provide/improve bike parking at stations/bike hubs	Ongoing		
Introduce 'Station Travel Plans' / 'Safer Routes to Stations' – Pilot scheme at Dalmeny station	M	CEC TRANS /	Network Rail / Transport Scotland
Seek/ support a pilot bus bike carriage scheme for an appropriate urban- rural route	M	CEC Trans	
BIKE SHARE			
Support development of small-scale bike share schemes	M	CEC Trans	Various potential

Abbreviations and notes

CEC = City Of Edinburgh Council

Trans = City Development Department Transport

SfC = Services for Communities Department

C + F = Children and families Departments

Comms = Corporate Communications

NHS

NHS HP = NHS Health Promotion

Ed CHP = Edinburgh Community Health Partnership

OTHERS

Spokes = The Edinburgh Cycle Campaign

CTC = Cyclists Touring Club