

# Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

## Active Travel Action Plan – Two Year Review

Item number	7.4
Report number	
Wards	ALL

### Links

Coalition pledges	<a href="#">P43</a> and <a href="#">P50</a> .
Council outcomes	<a href="#">CO5</a> , <a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO9</a> , <a href="#">CO18</a> , <a href="#">CO19</a> and <a href="#">CO22</a> .
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> and <a href="#">SO4</a> .

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# Executive summary

## Active Travel Action Plan – Two Year Review

### Summary

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The Active Travel Action Plan (ATAP) was agreed in September 2010. This report summarises key achievements in the first two and a half years of the plan, reports the findings of a review of the plan's actions, including partner consultation and makes recommendations for changes for discussion at this Committee.

### Recommendations

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It is recommended that the Committee:

- 1 notes the increase in staff resources dedicated to active travel and the assistance this will bring in the delivery of the ATAP;
- 2 notes the consultation carried out, and the review of progress to date set out in Appendix 1 (actions);
- 3 notes that promotion of the ATAP will be enhanced as part of an overall marketing strategy; and
- 4 approves the revised actions and timescales set out in Appendix 2 and 3.

### Measures of success

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Appendix 1 sets out the ATAP actions and progress against them.

## Financial impact

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Funding for Active Travel has significantly increased since the adoption of the ATAP. In February 2013, the Council committed to spend 6% of its Transport budgets on cycling. If this level of Council funding continues, along with funding and support from the Scottish Government, Sustrans, Paths for All, NHS Lothian and the European Union, it is considered that significant progress can be achieved with the ATAP.

## Equalities impact

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An Equalities and Rights Impact Assessment (ERIA) has been performed. It was found that there are several positive impacts on equalities and rights as a result of the ATAP review and no adverse impacts were found.

## Sustainability impact

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The ATAP was subject to a Strategic Environmental Assessment. It was found that there are no adverse environmental impacts arising from the ATAP. If implemented successfully it is likely to be environmentally beneficial. No significant changes have been made to the ATAP to require a revised assessment.

## Consultation and engagement

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The original development of the ATAP involved engagement with a wide range of stakeholders and interested groups. The Plan has been taken forward through a Steering Group and a range of Working Groups involving relevant Council services and external partners.

As part of the ATAP review, an online survey of stakeholders and other interested parties was carried out.

Progress in implementing ATAP and suggested amendments have been discussed at:

- meetings with Council officers;

- follow-up workshops to the online survey including representatives from interested parties a) on joint walking and cycling actions (Sustrans, NHS, Scottish Government, Greener Leith); b) on walking actions (Living Streets); and c) on cycling actions (Spokes, CTC, Pedal on Parliament); and
- the Cycle Forum.

## Background reading/external references

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### Active Travel Action Plan

- September 2010

## Active Travel Action Plan – Two Year Review

### 1. Background

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1.1 The Transport, Infrastructure and Environment Committee agreed, at its meeting of 21 September 2010 (Item 11), that:

1.1.1 the Active Travel Action Plan (ATAP) will be reviewed every two years to:

- measure progress on the actions; and
- ensure the ATAP reflects current Government and Council policies, as well as the current economic conditions.

1.2 This report covers the first of these biennial reviews.

### 2. Main report

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#### Progress and key achievements

2.1 Since the approval of the ATAP, the Council has committed 5% of the transport budget towards increasing cycling. In 2013/14, this budget commitment is 6%. This has enabled the rate of progress to accelerate.

2.2 Monitoring suggests that, since 2010, both cycle use and walking in Edinburgh have risen. The annual city centre cordon count shows a 25% increase in cycling from 2009 to 2012. In November 2012, just under 1,600 cyclists entered the city centre from 8am to 9am. Automatic counts suggest a 16% cycling increase across the city from 2010 to 2012. The city centre cordon count also indicates a 7% increase in walking from 2009 to 2012.

## 2.3 Key actions implemented in the last two years include:

### **Walking and cycling**

- A 20mph speed limit pilot over a wide area in South Central Edinburgh. Encouraging active travel was a key aim of this project. Full results of before-and-after monitoring of the project are described in a separate report to this Committee. Survey results from the Local Transport Strategy Consultation and the Edinburgh People Survey indicate further increases to the already strong public support for wider use of 20mph speed limits.
- The ‘family network’ 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**

- Upgrading of 34 pedestrian crossings in conjunction with the Council’s road safety and traffic signals maintenance programmes.
- 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.

### **Cycling**

- In addition to the projects mentioned under ‘cycling and walking’, the route from Craighleith on the North Edinburgh cycle network to the Botanic Gardens has been upgraded.
- On-road cycle improvements have been introduced between George IV Bridge and King’s Buildings.
- 69% of Primary 6 children received school cycle training in 2012/13 up from 31% in 2009/10. This surpasses the initial 50% cycle training target which was to be achieved by 2013/14.
- Winter maintenance has been introduced to off-road cycle routes.
- Cycle route assessments have been performed by Sustrans resulting in a number of modifications to the ‘family network’. A revised network plan is shown in Appendix 4.

2.4 Appendix 1 summarises progress against all of the ATAP actions. Significant progress has been made on many actions but a number are behind schedule. Overall, 17 actions are complete, 50 are on track or ongoing, 43 have mixed progress or are behind schedule and 14 have not started. The cycling budget has now increased as noted in the Financial Impact section. Staffing has also been increased to help deliver the ATAP, with support from Sustrans and Paths for all as well as Council budgets. Together these mean that progress should now improve further. Table 1 summarises the increased staffing.

**Table 1: Active Travel Staffing increases**

<b>Walking/Active Travel</b>
Filled permanent Professional Officer vacancy (fully Council funded)
New Active Travel Officer (18 month position – 50% Paths for All funding)
<b>Cycling</b>
New Cycling Officer (fully Council funded)
New Cycle Signing Officer (30 month position – 50% Sustrans funding).

**Review of ATAP actions - consultation**

2.5 The full list of ATAP actions has been reviewed in consultation with the Council’s delivery partners and relevant pressure groups. The consultation took the form of an online questionnaire followed up by three workshops, along with consideration at the Council’s Cycle Forum.

2.6 Stakeholders felt that ATAP had been reasonably effective at raising the profile of walking and cycling but less so, as yet, at improving conditions - particularly for walking. A majority were satisfied generally with progress overall.

2.7 ATAP contains actions relating to infrastructure improvement, maintenance, marketing and training for cyclists. All these aspects of ATAP remain important to stakeholders and other consultees. Particular points emphasised during the consultation include the desire to see increased progress or emphasis on:

- Walking actions as a whole.
- Enforcement options for existing 20mph limits.
- Control of car parking in cycle lanes and consideration of segregation of cyclists.
- Cycle parking provision.

- Child cycle training.
- Improving marketing.
- Monitoring of outcomes and benefits.

2.8 The additional staff resource allocated to walking will allow increased progress on the relevant actions. Specifically, the following workstreams currently underway will help address some of the points noted in 2.8:

- Additional resource is currently being directed towards the preparation of street design guidance and priority actions for pedestrians in ATAP, utilising Paths for All funding.
- The ATAP Marketing Strategy is in an advanced stage of preparation and marketing measures will be piloted on the Leith to Portobello and George IV Bridge to King's Buildings routes this year.
- A Monitoring Strategy is being prepared with Sustrans to assess and demonstrate the impact of the ATAP, including changes in numbers of cyclists and pedestrians up until 2020.

### **Review of ATAP actions - proposals**

2.9 Appendix 2 sets out a list of revised actions for the ATAP, taking into account progress to date and the consultation discussed above. In most cases, it is proposed to take forward current actions with only minor updating and appropriate revisions in timescale. Appendix 3 summarises the relatively small number of more substantive changes that are proposed. Key changes in actions or in priorities are summarised below.

### **Joint Actions**

2.10 Only one significant change is proposed to the 'Joint' actions. This is an amendment to action J9 which previously referred to the 20mph speed limit pilot in South Edinburgh. This action now refers to a wider roll-out of 20mph speed limits, the extent of which is proposed in the draft Local Transport Strategy and is included in a separate report to this Committee.

2.11 Several other minor changes to Joint actions were a result of the recent Committee approved report 'Public and Accessible Transport Action Plan' in January 2013 where actions were made more specific. This includes re-wording of actions J10, J13, J16, J23 and a new action – J5A.

### **Walking Actions**

2.12 The key change envisaged for the walking actions in ATAP is an increase in the priority of taking them forward.



- 2.13 No major changes to the action list are envisaged. However, it is proposed to make several of the actions more specific. For example, actions W16 to W18, which relate to reviewing provision for pedestrians at traffic signals and crossings, have been amended from 'ongoing' actions to actions that have a more specific short-term objective.
- 2.14 Actions regarding the accessibility to Haymarket and Waverley Stations were expanded and included new actions W8A and W9A which include reviewing and upgrading of bus stops in the areas.
- 2.15 A new action, W35, is proposed to introduce more seating on off-road paths.

### **Cycling Actions**

- 2.16 The most significant changes proposed for the cycling actions are as follows:
- a A new specific action, C2.1, relating to high quality links from the family network to the city centre. This action highlights proposals that were largely already included in the family network proposals.
  - b A commitment in action C3b to review the options for rolling out the 'Cycle Friendly City' area-based approach from South Central Edinburgh to other areas of the city.
  - c A revision of action C4 that relates to providing for cyclists on main roads. The detailed list of roads to be improved has been deleted and replaced by a commitment for preparation, by the end of 2013, of a programme for review and upgrade of provision. This programme will incorporate the roads previously mentioned in action C5, which has also been deleted.
  - d Deletion of actions C8 and C9 that referred to detailed technical matters.
  - e In response to the stakeholder consultation it is proposed to increase the priority for action C15, which relates to a review of parking restrictions in cycle lanes. It is planned to have this exercise complete by the end of March 2014.
  - f Amendment to the proposals for C33, Pilot on-street residential bike parking, to proceed on the basis that users will be charged a fee for the facility to cover the ongoing maintenance and management costs. Please refer to Appendix 3.

- 2.17 A number of suggestions made during the consultation process will be fed into the current review of the Local Transport Strategy and into the ATAP Marketing Strategy. Some detailed points, for example incorporation of a cycle route from Fountain Park to Morrison Street along the Western Approach Road into the family network, will also be taken on board.
- 2.18 The consultation raised the desire to clarify the respective roles of the Cycle Friendly City programme and the family network.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- 3.1.1 notes the increase in staff resources dedicated to active travel and the assistance this will bring in the delivery of the ATAP;
  - 3.1.2 notes the consultation carried out, and the review of progress to date set out in Appendix 1 (actions);
  - 3.1.3 notes that promotion of the ATAP will be enhanced as part of an overall marketing strategy; and
  - 3.1.4 approves the revised actions and timescales set out in Appendix 2 and 3.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	<b>P43</b> - Invest in healthy living and fitness advice for those most in need. <b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020.
<b>Council outcomes</b>	<b>CO5</b> – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. <b>CO7</b> – Edinburgh draws new investment in development and regeneration. <b>CO8</b> – Edinburgh’s economy creates and sustains job opportunities. <b>CO9</b> – Edinburgh residents are able to access job opportunities. <b>CO18</b> – Green - We reduce the local environmental impact of our consumption and production. <b>CO19</b> – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. <b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all. <b>SO2</b> - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. <b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	<b>Appendix 1</b> – Progress report on ATAP actions <b>Appendix 2</b> – Proposed revised action list indicating revisions <b>Appendix 3</b> – Proposed substantive wording changes - details <b>Appendix 4</b> – Revision of the ‘family’ network

## Appendix 1: Progress on ATAP Actions

### a. Joint actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Co-ordinating the Active Travel Plan</b>			
J1	Set up a co-ordinating group for active travel initiatives.	S	<a href="#">Complete</a>	
	<b>Design, audit and training</b>			
J2	Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists by April 2012.	S	Behind	
J3	Produce (revised) design guidance for walking and cycling, taking into account the 'Designing Streets' philosophy and 'Cycling by Design' by end 2011. The new guidance may be in the form of stand-alone documents, or integrated with existing guidance, such as the Edinburgh Standards for Streets.	S	Behind	
J4	Train practitioners using design guidance.	S-L	not started	
	<b>Priority corridors and areas</b>			
J5	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	Behind	

\* = See appendix 2 for full revised list of actions

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Network Development</b>			
J6	By April 2011 set up an Internet-based system for members of the public to report /identify 'missing links' or other proposals for improving the walking and cycling environment.	S	Behind	
J7	Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning.	S	<u>Largely complete</u>	Yes
J8	Work with Royal Park to improve conditions for cycling and walking.	S-M	On track	
J9	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. Monitor and evaluate and, if appropriate, roll out more widely.	S	<u>Complete</u>	Yes
J10	Work to increase enforcement of Planning Conditions with regard to walking and cycling.	S-M	on track	
J11	Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property and University of Edinburgh sites.	S-L	Behind	
J12	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	Behind	
	<b>Maintenance</b>			
J13	Seek to ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.	S	Ongoing	
J14	Improve maintenance reporting through a web application.	S	Ongoing (CLARENCE)	

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Schools</b>			
J15	Continue Safe Routes to School programme.	Ongoing	<a href="#">On-track</a>	
J16	Continue developing School Travel Plans, with targets for increasing walking and cycling levels.	Ongoing	<a href="#">On-track</a>	
J17	Continuation and expansion of Sustrans' I-Bike Scheme	Ongoing	<a href="#">On-track</a>	
	<b>Marketing, promotion and signing</b>			
J18	Incorporate cycling/walking issues/activities into Curriculum for Excellence.	S-M	Not started	
J19	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	Behind	
J20	Take opportunities to promote walking and cycling organise scheme openings; <ul style="list-style-type: none"> <li>• promotional events eg North Edinburgh Cycling, Bike Station, We love Leith;</li> <li>• support local initiatives;</li> <li>• review opportunities for ensuring mainstream budgets are applied to address inequalities through promoting active travel; and</li> <li>• review opportunities presented by new and different funding streams; e.g. Climate Challenge Fund.</li> </ul>	S-M	On track	
J21	Promote cycling and walking for travel, physical activity, recreation and health.	S-L	On track	
J22	Continue 'Better way to work' scheme and seek funding to continue.	S	<a href="#">Complete</a>	Action deleted

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
J23	Promote Active Travel in workplaces/travel plans.	S-L	Not started	
J24	Modify website to promote walking and cycling more effectively.	S	<a href="#">Complete</a>	
J25	Promote health benefits of cycling and walking for all abilities.	Ongoing	<a href="#">On-track</a>	
J26	Corridor or destination based promotion, focussing on corridors where other improvements are being undertaken.	Ongoing	<a href="#">On-track</a>	
J27	Undertake Personal Travel Planning schemes, subject to securing external funding.	S-L	Not started	
J28	Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas.	S-L	On track	
	<b>Signing</b>			
J29	Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths	S- M	On track	
	<b>Monitoring and review of ATAP</b>			
J30	Review and assess ATAP actions.	S/M/ L	On track	
J31	Monitor ATAP outcomes through indicators, including public satisfaction.	S/M/L	Behind	
	<b>Seeking legislative change</b>			
J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	On track	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
J33	Encourage Scottish Government to seriously consider reducing the default urban speed from 30mph to 20mph.	S	N/A	



## b. Walking actions report

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Priority corridors and areas</b>			
W1	Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	S	Behind	
W2	Based on identified priority corridors and areas develop a prioritised list of pedestrian corridor/area improvements by the end of 2011 (see map 1 and Joint action 4).	S	Behind	
W3	Based on identified priority corridors and areas, review prioritisation of footway maintenance with a view to increasing the priority for maintenance of heavily used routes by the end of 2010.	S	Behind	
W4	Review frequency of inspections of the highest priority routes by end 2011.	S	Behind	
	<b>Integration with public transport</b>			
W5	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	Behind	
W6	Audit other tram stops and improve pedestrian routes to/from these.	M	On track	
W7	As part of any major re-development in the Haymarket area, review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points.	S- M	On track	

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
W8	As part of any city centre public realm/pedestrian priority project, review and upgrade pedestrian and cycle access to Waverley Station.	M	On track	
W9	By April 2012 produce a priority list of bus stops for improved access (ie routes to and from the stops)	S	Complete	
W10	Take forward a footway parking ban when possible.	S-L	not started	
<b>Crossings and junctions - General</b>				
W11	Continue to provide DDA compliant dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects.	Ongoing	<u>On-track</u>	
W12	Set up a process for reporting missing dropped kerbs/identifying priority new dropped kerbs by the end of 2011.	S	Behind	
W13	Implement identified new dropped kerbs.	S-L	Behind	Yes
W14	Continue the programme of pedestrian crossings installations, including zebras, islands and build outs. During 2010/11 new puffin crossings are proposed for Bellevue, Gilmerton Road, Dalry Road, Dundas Street, Drumbrae Drive and Lasswade Road.	Ongoing	<u>On-track</u>	
W15	Examine usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Ongoing	Behind	
W16	Review all major junctions and assess the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges.	Ongoing	Behind	Yes

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Crossings and junctions - Traffic signalled junctions</b>			
W17	Review all pedestrian phases and crossing clearance times in accordance with current best practice.	Ongoing	Behind	Yes
W18	Continue to add pedestrian phases to traffic signalled junctions.	Ongoing	Behind	Yes
W19	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	Behind	
W20	Pilot a formal 'X' crossing at one or more junctions by 2013. Extend if successful.	M	Behind	
	<b>Tackling footway obstructions</b>			
W21	Based on experience elsewhere, develop a process for review and removal of guardrailling in Edinburgh by April 2011. Apply to both reviewing existing and installing new guardrailling. Provide cycle parking if the removed guardrail was useful as/used for cycle parking.	S	<u>Complete</u>	
W22	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	<u>Complete</u>	
W23	Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement by end of April 2012.	S	<u>Complete</u>	
W24	Introduce 24 hour waiting and loading restrictions at all pedestrian crossing points, junctions and playground / park entrances within the Controlled Parking Zone by 2015.	M	not started	
W25	By April 2012 set up a process to make it easier to request new, or extended, parking and	S	Behind	

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	loading restrictions at junctions.			
	<b>Signing</b>			
W26	Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.	S	Behind	
W27	Following the review of signing and wayfinding, enhance and upgrade pedestrian signing.	S	Behind	
	<b>Marketing and promotion (see Joint actions)</b>			
W28	Implement Active Travel Marketing Strategy - See below for likely contents relating specifically to walking.	S-M-L	Behind	
W29	Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking.	S-M	on track	
W30	Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website to promote safe walking and cycling practices.	S	<a href="#">Complete</a>	
W31	Support school based campaigns to encourage walking, for example 'Go for Gold'.	?	<a href="#">Complete</a>	
W32	Promote, support and develop health walking schemes across the city, particularly in deprived areas, funding permitting.	S-M	On track	
W33	Continue to promote parks, greenspaces and paths to these areas.		Ongoing	
W34	Publicise walking routes and paths that are particularly suitable for disabled people.	S	Behind	

## c. Cycling actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Network Development - <u>'Family' Network</u></b>			
C1	Produce outline proposals for all routes to enable input to Planning process and other projects.	S	Behind	
C2	Fill key gaps in core/national cycle network routes and link network to key destinations by April 2014 ('A' Priorities): <ul style="list-style-type: none"> <li>• Union Canal to Princes Street, Rose Street (NCN 75);</li> <li>• Roseburn (end of North Edinburgh rail paths) to Princes Street, Rose Street (NCN 1);</li> <li>• links from North Edinburgh rail paths network to East (from Warriston- NCN 75) and West (from Craighleith - NCN 1) gates of Botanic Gardens;</li> <li>• link from 'Innocent' railway cycle path to the Meadows (NCN 1);</li> <li>• A90 (and adjacent and connections) to Queensferry and Forth Bridge.</li> </ul>	S-M	Mixed - varies by individual route section	Yes

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Network development - <u>Cycle Friendly City</u></b>			
C3	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. Review the options for rolling out these measures to other areas and draw up a programme for this rollout.	S-M	Mixed	Yes
C4	<p>Review (by end 2011) and upgrade (by April 2014) provision for cyclists on main roads:</p> <ul style="list-style-type: none"> <li>• A7 Dalkeith Road - Old Dalkeith Road;</li> <li>• A701 Bridges – Liberton Road – Burdiehouse Road;</li> <li>• A772 Gilmerton Road;</li> <li>• A702 Lothian Road – Bruntsfield Place;</li> <li>• A70 Dalry Road - Slateford Road;</li> <li>• A71 Gorgie Road - Calder Road;</li> <li>• A8 West Coates - Corstorphine Road - Glasgow Road;</li> <li>• A90 Queensferry Road, Crewe Road South – Orchard Brae; and</li> <li>• A1 London Road – Willowbrae Road.</li> </ul> <p>This work to include review of parking restrictions in cycle lanes and assessing filling missing links and improvements at junctions.</p>	S-M	Behind	Yes
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road. Minimum standards for QBCs	S-L	Behind	Action deleted

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	include: <ul style="list-style-type: none"> <li>• good on-road provision;</li> <li>• parking;</li> <li>• marketing – destination and catchment;</li> </ul>			
C6	Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts	S-M	On track	
C7	Implement, sign and promote suitable cycle alternatives to the tram route.	S	Behind	Action deleted
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	S-L	not started	Action deleted
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	S-L	not started	Action deleted
C10	Develop reporting system for traffic signals that fail to detect cyclists and implement remediation programme.	S-M	complete	
C11	Compile programme of exemption of cyclists from one-way restrictions by September 2011	S	Behind	
C12	Carry out a programme of installing lighting (LED and Conventional) on off-road paths.	S-L	On track	
C13	By 2012 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.	S	Behind	
C14	Install 50 additional Advanced Stop lines per year until all potential traffic signal approaches have this facility.	S-M	Behind	Yes

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
C15	Review and upgrade parking/loading restrictions in existing cycle lanes.	S-M	Behind	
C16	Improve surface and drainage of Water of Leith Walkway.	S	<a href="#">Complete</a>	
C17	Consider the potential for using on-road segregated cycle tracks.	S-L	On track	
	<b>Network Development - <u>General</u></b>			
C18	Review accesses to the North Edinburgh path network and, funding permitting, implement improvements.	S	Behind	
C19	Produce a signing/wayfinding strategy and programme.	S	Behind	
C20	Sign network according to the signing / wayfinding strategy.	S-M	On track	
C21	Introduce a presumption against relaxing parking regulations that protect any cycle facility.	S	Behind	
	<b>Maintenance</b>			
C22	Institute regular prioritised and programmed maintenance of cycle lanes and advanced stop lines, (white lines, cycle symbols and coloured surfacing). Also of cycle signing.	S	Ongoing	
C23	Increase priority of maintenance of surfaces, vegetation and lighting on off-road routes including non-adopted paths and winter maintenance.	S	Ongoing	Yes
C24	Encourage greater community involvement/'ownership' of the off-road cycle path network and strengthen volunteer involvement in maintenance (rangers etc).	S	Behind	
C25	Create a function/application on website to report abandoned bikes.	S	Behind	



## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Cycle Parking - On-street</b>			
C26	Review and upgrade city centre cycle parking by 2012.	S	Behind	
C27	Carrying out a programme of reviewing and upgrading “Town centre” bike parking.	S-M	On track	
C28	Continue programme of installing bike parking on request.	Ongoing	On track	
	<b>Cycle Parking - Major destinations</b>			
C29	Review and upgrade cycle parking at major destinations eg cinemas, festival venues, hospitals sports centres, libraries, other Council facilities.	M	On track	
C30	Continue to apply bike parking standards to new developments. Monitor and enforce their detailed implementation.	Ongoing	Behind	Yes
	<b>Cycle Parking - Employers</b>			
C31	Provide bike parking best practice information to employers.	S	Behind	
	<b>Cycle Parking - Residential</b>			
C32	Produce/disseminate guidance on cycle parking for tenements/flats.	S	<u>Complete</u>	
C33	Pilot on-street residential bike parking.	S-L	On track	Yes
C34	Funding permitting, pilot improved bike parking for existing social housing.	S-M	<u>Not started</u>	

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Schools and training</b>			
C35	Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children from P6 onwards receiving cycle training <sup>1</sup> 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	<u>Complete</u>	
C36	Funding permitting, promote cycle training to Head Teachers and School Councils.	S	<u>Complete</u>	Action deleted
C37	Support School Councils in implementing cycle training.	M	On track	Action deleted
C38	Develop and deliver appropriate measures to ensure higher numbers of teenagers cycle.	M	Not started	
C39	Support after school bike clubs.		Ongoing	
C40	Incorporation of cycling/walking issues/activities into curriculum for excellence – physical activity and sport / physical activity and health.	S-M	Not started	
C41	Support Lothian and Borders Police’s bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	S-L	On track	
	<b>Marketing and promotion - see joint actions</b>			
C42	Implement measures in the Active Travel Marketing Plan - these are likely to include actions listed below:		On track	
C43	Promote good driver, cyclist and pedestrian behaviour to reduce conflict between road and	S-L	On track	

<sup>1</sup> Information is available on the CEC website: [http://www.edinburgh.gov.uk/info/834/extra-curricular\\_activities/1228/active\\_schools/2](http://www.edinburgh.gov.uk/info/834/extra-curricular_activities/1228/active_schools/2)

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	path users – (including professional drivers and driving instructors).			
C44	Promote/support adult cycle training (eg through website).	S	<a href="#">Complete</a>	
C45	Promote/support led rides.	S	<a href="#">Complete</a>	
C46	Install one or more Public bike counter(s) at prominent locations.	S-M	On track	
C47	Continue production, updating and distribution of Explore Edinburgh by Bike leaflets.	Ongoing	On track	
C48	Continue production, updating and distribution of the Edinburgh Cycle map and cycle maps of the Lothians council areas (providing leisure opportunities for Edinburgh residents).	Ongoing	On track	
C49	Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation.	S	Mixed	
C50	Raise awareness of bike recycling and the role of the Bike Station.		Ongoing	
C51	Work with tourist /accommodation agencies to ensure that visitors are made aware of cycling opportunities (maps, bike hire, etc) as a standard part of the accommodation /tourist package.	S-L	not started	
C52	Support and promote Cycling Scotland’s Pedal for Scotland event.	S-M-L	On track	
C53	Support local and national cycle promotion initiatives including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Cycle Friendly Employer Scheme, A better way to work.		Ongoing	

## Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	<b>Community cycling initiatives</b>			
C54	Support Community bike clubs/workshops.		Ongoing	
	<b>Leading by example</b>			
C55	Develop new programmes to increase demand and up-take of cycling, particularly in deprived areas.	S-L	On track	
C56	Achieve Cycle Friendly Employer status for major Council and University of Edinburgh sites.		Behind	
C57	NHS Lothian to promote BikeBUDI scheme to its staff.		On track	
C58	Cycle safety working group of key stakeholders to meet twice yearly to discuss incident data analysis and agree relevant interventions including awareness raising/enforcement/training.		Ongoing	
	<b>Integration with public transport</b>			
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs.	Ongoing	On track	
C60	Introduce 'Station Travel Plans' / 'Safe Routes to Stations' – Pilot scheme at Dalmeny station.	M	not started	
C61	Seek/ support a pilot bus bike carriage scheme for an appropriate urban- rural route.	M	not started	
	<b>Bike share</b>			
C62	Support development of small-scale bike share schemes.	M	On track	

Notes:

## Appendix 1 – Review of ATAP actions

\* = See appendix 2 for full revised list of actions

The September 2010 version of ATAP contained some timescales within the body of the text that were different from those in the Appendix. For clarity, the timescales in the Appendices of ATAP have been used here.

## Appendix 2 – Proposed Revised Action List indicating wording revisions

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
<b>JOINT ACTIONS</b>			
<b>CO-ORDINATING THE ACTIVE TRAVEL PLAN</b>			
J1	Set up a co-ordinating group for Active Travel initiatives.	C	N/A
<b>DESIGN, AUDIT AND TRAINING</b>			
J2	Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists.	M	Minor/update
J3	Produce revised design guidance for walking and cycling integrated with existing guidance.	S	Minor/update
J4	Train practitioners using design guidance.	S	Minor/update
<b>PRIORITISATION OF INVESTMENT AND MAINTENANCE</b>			
J5	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	Minor/update
J5A	Review and upgrade pedestrian and cycle routes to smaller stations in Council area.	S-M	New action
<b>NETWORK DEVELOPMENT</b>			
J6	Set up an Internet-based mechanism for members of the public to report /identify 'missing links' or other proposals for improving the walking and cycling environment.	S	Minor/update
J7	Set up a mechanism to assess, and where appropriate implement, proposals made under J6	S	Substantive (see Appendix 3)
J8	Work with Historic Scotland to improve conditions for cycling and walking in Holyrood Park.	S-M	Minor/update
J9	Roll out 20mph speed limits across Edinburgh in accordance with decision to be taken as part of the 2013 LTS process.	S-M	Substantive (see Appendix 3)
J10	Increase enforcement of Planning Conditions with regard to walking, cycling and Public Transport	S-M	Minor/update

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
J11	Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property and University of Edinburgh sites.	S-L	None
J12	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-M	None
	<b>MAINTENANCE</b>		
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.	S	Minor/update
J14	Improve maintenance reporting through a web application.	S	None
	<b>SCHOOLS</b>		
J15	Continue Safe Routes to School programme.	Ongoing	None
J16	Continue developing School Travel Plans, including encouraging Public Transport use.	Ongoing	Minor/update
J17	Continue Sustrans' I-Bike Scheme	Ongoing	Minor/update
J18	Incorporate cycling/walking issues/activities into Curriculum for Excellence.	M	None
	<b>MARKETING , PROMOTION AND SIGNING</b>		
J19	Implement Active Travel Marketing and Communications Strategy to coordinate marketing and promotion initiatives . See actions J20 to J27 below for themes .	S	Minor/update
J20	Organise scheme openings and promotional events. (See J19)	S-L	Minor/update
J21	Promote cycling and walking for travel, physical activity, recreation and health, including promoting the health benefits of cycling and walking for people of all abilities. (this action incorporates former action J25)(See J19)	S-L	Minor/update
J22	Continue 'Better way to work' scheme and seek funding to continue. SCHEME ENDED MARCH 2012 - FUNDING TO CONTINUE WAS NOT SECURED	X	Deleted –see action text
J23	Promote public and active transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer. (See J19)	S-L	Minor/update

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
J24	Modify website to promote walking and cycling more effectively. (See J19)	S	None
J25	Promote health benefits of cycling and walking for all abilities. INCORPORATED INTO J21	X	Integrated into other action
J26	Carry out corridor and/or destination based promotion – focussing on corridors where other improvements are being undertaken. (See J19)	S-L	None
J27	Undertake Personal Travel Planning, subject to securing funding. (See J19)	S-L	Minor/update
J28	Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas. DUPLICATE OF W32	X	Integrated into other action
J29	Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths	S	None
	<b>MONITORING AND REVIEW OF ATAP</b>		
J30	Review and assess ATAP actions.	S-L	None
J31	Refine and implement plan for monitoring ATAP outcomes and targets.	S	Minor/update
	<b>SEEKING LEGISLATIVE CHANGE</b>		
J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	None
J33	Encourage Scottish Government to seriously consider reducing the default urban speed from 30 mph to 20 mph.	Ongoing	None
	<b>WALKING ACTIONS</b>		
	<b>PRIORITY CORRIDORS AND AREAS</b>		
W1	Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	C	N/A
W2	Develop a prioritised list of pedestrian corridor/area improvements (see Map 1 and Joint Action 5).	S	Minor/update
W3	Further refine prioritisation of footway maintenance to better reflect amount and type of use.	S	Minor/update



	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
W4	Review frequency of inspections of the highest priority routes by end 2011.	C	N/A
	<b>INTEGRATION WITH PUBLIC TRANSPORT</b>		
W5	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	None
W6	Audit other tram stops and improve pedestrian routes to/from these.	S-M	None
W7	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points.	S	Minor/update
W7A	Review and upgrade bus stops at Haymarket Station	S-M	Minor/update
W8	Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly underused routes.	S	Minor/update
W8A	Review and upgrade bus stops at Waverley	S-M	Minor/update
W9	By April 2012 produce a priority list of bus stops for improved access (i.e. 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	Minor/update
W10	Take forward a footway parking ban when possible.	S-L	None
	<b>CROSSINGS AND JUNCTIONS</b>		
	<b>General</b>		
W11	Continue to provide dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects.	Ongoing	Minor/update
W12	Set up a process for reporting missing dropped kerbs / identifying priority new dropped kerbs (see J6).	S	Minor/update
W13A	Building on the current approach of responding to local requests, develop a programme to install dropped kerbs identified by public requests and proactively. Pilot this approach	S	Minor/update
W13B	Implement programme developed in W13	M-L	Minor/update
W14	Continue the programme of pedestrian crossings installations, including zebras, islands and build outs.	Ongoing	Minor/update

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
W15	Continue programme to examine the usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Ongoing	Minor/update
W16	Develop and then commence implementation of a programme for reviewing signalled junctions, assessing the effectiveness of existing crossing and control methods with regard to use by all age and ability ranges, and making appropriate modifications.	S	Substantive (see Appendix 3)
	<b>Traffic Signalled junctions</b>		
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.	S	Substantive (see Appendix 3)
W18	Review the programme of adding pedestrian phases to traffic signalled junctions and develop a forward plan for this.	S	Substantive (see Appendix 3)
W19	Develop and pilot an Urban Traffic Control (UTC) Strategy / Action Plan relating to pedestrian delays at pelican/puffin/toucan crossings and traffic signals (eg pedestrian phase delivered at next signal stage at quieter times of day) Pilot at one or more junctions.	S	Minor/update
W20	Pilot a formal 'X' crossing at one or more junctions. Extend if successful.	S- M	Minor/update
	<b>TACKLING FOOTWAY OBSTRUCTIONS</b>		
W21	Apply process for review and removal of guardrailing to both reviewing existing and installing new guardrailing. Provide cycle parking if the removed guardrail was useful as/used for cycle parking.	S - M	Minor/update
W22	Building on the experience of a pilot on George Street and in other Councils, further develop a 'de-cluttering decision maker' tool .	S-M	Minor/update
W23	Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement - by end of April 2012.	C	Complete
W24	Depending on the progress legislation 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 playground / park entrances within the Controlled Parking Zone.	S-M	Minor/update
W25	Review and if necessary improve the mechanism for requesting new or extended parking and loading restrictions at junctions. Introduce a web-based tool.	S-M	Minor/update
	<b>SIGNING, MARKETING AND PROMOTION</b>		

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
	<b>Signing</b>		
W26	Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.	C	Complete
W27	Enhance and upgrade city centre pedestrian signing.	S - M	Minor/update
	<b>Marketing and promotion (see Joint Actions)</b>		
W28	Implement Active Travel Marketing Strategy - See actions W29 to W34 below for themes relating specifically to walking.	S-L	Minor/update
W29	Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking.	S-M	Minor/update
W30	Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website to promote safe walking and cycling practices. DUPLICATE OF J24	X	Integrated into other action
W31	Support schools- based campaigns to encourage walking – for example 'Go for Gold'.	Ongoing	Minor/update
W32	Promote, support and develop health walking schemes across the city, particularly in deprived areas, funding permitting.	S-M	Minor/update
W33	Continue to promote parks, greenspaces and paths to these areas.	Ongoing	Minor/update
W34	Publicise walking routes and paths that are particularly suitable for disabled people.	S	Minor/update
	<b>Seating</b>		
W35	Review the off-road path network for seating provision and carry out a phased programme of improvements	S - L	New action
<b>CYCLING ACTIONS</b>			
	<b>NETWORK DEVELOPMENT</b>		
	<b>'Family' Network</b>		
C1	Produce outline proposals for all FAMILY NETWORK routes to enable input to Planning Process and other projects.	S	None

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
C2A	Fill key gaps in core / national cycle network routes, and link network to key destinations.	S-M	Minor/update
C2B	FAM Union Canal to Princes Street, Rose Street (NCN 75);	M	Minor/update
C2C	FAM Lothian Rd to Royal Mile ;	M	Minor/update
C2D	FAM Roseburn (end of N Edinburgh rail paths) to Princes Street, Rose Street (NCN 1);	M	Minor/update
C2E	FAM Union Canal to N Edinburgh path network link (NCN 1 to NCN 75); - low cost	M	Minor/update
C2F	FAM Union Canal to N Edinburgh path network link (NCN 1 to NCN 75) - high spec	L	None
C2G	FAM - Link to Edinburgh Zoo from Carrick Knowe cycleway;	M	None
C2H	FAM Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) gate of Botanic Gardens;	M	Substantive (see Appendix 3)
C2I	FAM Granton rail path to Cramond promenade;	S	Minor/update
C2J	FAM Further upgrade of Portobello - Seafield – Leith - N Edinburgh path network link (NCN 76);	S	Substantive (see Appendix 3)
C2K	FAM Link from ‘Innocent’ railway cycle path to Meadows (NCN 1);	S	Minor/update
C2L	FAM Upgrade link from Meadows via city centre to N Edinburgh path network (NCN 1 and 75);	M	Minor/update
C2M	FAM Upgrade link from Union canal to Meadows (NCN 7); and	M	Minor/update
C2N	FAM A90 (and adjacent and connections) to Queensferry and Forth Bridge.	S	Minor/update
new C2.1	Incorporate effective links from the City Centre Princes/St George St measures to family network links West to Roseburn, SW to the Union Canal and NE/E to Leith Walk and Regent Road		New action
	<b>Cycle Friendly City</b>		
C3A	Implement a comprehensive package of on-street improvements for cyclists in the ‘South Central’ area, including corridor improvements from the city centre via Marchmont to the University of Edinburgh Kings Buildings site and on other major roads. Complement these improvements with improved cycle parking and marketing.	S-M	Minor/update

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
C3B	In consultation with ATAP partners, review the options for rolling out the South Central Edinburgh Cycle Friendly City approach to other areas and prepare a programme for any rollout.	S	Minor/update
C4A (new)	Prepare a programme for reviewing and upgrading provision for cyclists on main roads.	S	Minor/update
C4B	Implement improvement programme	M	Minor/update
C4B	MAIN - A7 Dalkeith Road - Old Dalkeith Road, A701 Bridges – Liberton Road – Burdiehouse Road, A772 Gilmerton Road;	X	Deleted (see Appendix 3)
C4C	MAIN A702 Lothian Road – Bruntsfield Place;	X	Deleted (see Appendix 3)
C4E	MAIN A70 Dalry Road - Slateford Road, A71 Gorgie Road - Calder Road;	X	Deleted (see Appendix 3)
C4F	MAIN A8 West Coates - Corstorphine Road - Glasgow Road;	X	Deleted (see Appendix 3)
C4G	MAIN A90 Queensferry Road, Crewe Road South – Orchard Brae; and	X	Deleted (see Appendix 3)
C4H	MAIN A1 London Road – Willowbrae Road.	X	Deleted (see Appendix 3)
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road.	X	Deleted (see Appendix 3)
C6	Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts; and ensure sufficient cycle storage at tram stops.	S	Minor/update
C7	Implement, sign and promote suitable cycle alternatives to the Tram route.	X	Deleted (see Appendix 3)
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	X	Deleted (see Appendix 3)
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	X	Deleted (see Appendix 3)
C10	Develop a web report system for traffic signals that fail to detect cyclists.	S	Minor/update

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
C11	Compile and implement a programme of exemption of cyclists from one-way restrictions.	S-M	Minor/update
C12	Implement a programme of installing lighting (LED and Conventional) on off-road paths.	S-L	None
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.	S	None
C14A	Prepare a programme for installing additional Advanced Stop lines .	S	Substantive (see Appendix 3)
C14B	Implement ASL programme identified in C14A		Substantive (see Appendix 3)
C15A	Review parking/loading restrictions in existing cycle lanes.	S	Minor/update
C15B	Upgrade parking/loading restrictions in existing cycle lanes.	S-M	Minor/update
C16	Improve surface and drainage of Water of Leith path.	S	N/A
C17	Consider the potential for using on-road segregated cycle tracks.	S-L	None
	<b>General</b>		
C18A	Review accesses to the North Edinburgh path network and draw up a programme of improvements .	S	Minor/update
C18B	funding permitting, implement improvements to North Edinburgh path network accesses	S-L	Minor/update
C19	Produce a signing/wayfinding strategy and programme.	S	N/A
C20	Sign network according to the signing / wayfinding strategy.	S-M	None
C21	Introduce a presumption against relaxing parking regulations that protect any cycle facility.	S	None
	<b>MAINTENANCE</b>		
C22	Institute regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (white lines, cycle symbols and coloured surfacing). and cycle signing..	S	Minor/update
C23	Increase priority of maintenance of surfaces on off-road routes (ADOPTED)	S	N/A

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
C23	Refine and implement programme of maintenance of surfaces, vegetation and lighting on off-road routes including non-adopted paths and winter maintenance.	S	Minor/update
C24	Encourage greater community involvement / 'ownership' of the off-road cycle path network and strengthen volunteer involvement in maintenance	S	Minor/update
C25	Create a function/application on website to report abandoned bikes.	S	None
	<b>CYCLE PARKING</b>		
	<b>On Street</b>		
C26	Review and upgrade city centre cycle parking .	S	Minor/update
C27	Carry out a programme of reviewing and upgrading "Town centre" bike parking.	S-M	None
C28	Continue programme of installing bike parking on request.	Ongoing	None
	<b>Major Destinations</b>		
C29	Review and upgrade cycle parking at major destinations eg cinemas, festival venues, hospitals sports centres, libraries, other Council facilities.	M-L	None
C30	Continue to apply bike parking standards to new developments. <i>Monitor and enforce their detailed implementation.</i>	Ongoing	None
	<b>Employers</b>		
C31	Provide bike parking best practice information to employers.	S-M	None
	<b>Residential</b>		
C32	Disseminate guidance on cycle parking for tenements/flats.	S	Minor/update
C33	Pilot on-street residential bike parking.	S	Substantive (see Appendix 3)
C34	Funding permitting, pilot improved bike parking for existing social housing.	S-M	None
	<b>TRAINING, MARKETING, PROMOTION</b>		

	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
	<b>Schools and Training</b>		
C35	Implement measures to ensure an increase the number of primary age children from P6 onwards receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. .	S	Minor/update
C36	Funding permitting, promote cycle training to Head Teachers and School Councils.	X	Integrated into other action
C37	Support School Councils in implementing cycle training.	X	Integrated into other action
C38	Develop and deliver a plan aimed at encouraging increased cycling by secondary age pupils/teenagers.	M	Minor/update
C39	Support After school bike clubs.	Ongoing	None
C40	Develop a plan for the incorporation of active travel issues/activities into the curriculum for excellence – physical activity and sport / physical activity and health.	S-M	None
C41	Support Lothian and Borders Police’s bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	X	None (renumbered to C63)
	<b>Marketing and Promotion - see Joint Actions</b>		
C42	Implement measures in the Active Travel Marketing Plan - these are likely to include actions listed below:	Ongoing	None
C43	Promote good driver, cyclist and pedestrian behaviour to reduce conflict between road and path users – (including professional drivers and driving instructors).	S-L	None
C44	Promote/support adult cycle training (eg through website).	S	None
C45	Promote/support led rides.	S	None
C46	Install one or more Public bike counter(s) at prominent locations.	S-M	None
C47	Continue production, updating and distribution of area/route based Bike Leaflets.	Ongoing	Minor/update
C48	Continue production, updating and distribution of the Edinburgh Cycle Map and cycle maps of the Lothians council areas (providing leisure opportunities for Edinburgh residents).	Ongoing	None
C49	Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation.	S	None



	<b>Active Travel Action Plan Actions</b>	<b>Timescale* (See footnote)</b>	<b>Wording Revisions</b>
C50	Raise awareness of bike recycling and the role of the Bike Station.	Ongoing	None
C51	Work with tourist /accommodation agencies to ensure that visitors are made aware of cycling opportunities (maps, bike hire, etc) as a standard part of the accommodation /tourist package.	S-L	None
C52	Support and promote Cycling Scotland's Pedal for Scotland event.	S-L	None
C53	SUPPORT LOCAL AND NATIONAL CYCLE PROMOTION INITIATIVES including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Cycle Friendly Employer Scheme, A better way to work.	Ongoing	None
	<b>Community Cycling Initiatives</b>		
C54	Support Community bike clubs/workshops.	Ongoing	None
C55	Develop new programmes to increase demand and up-take of cycling, particularly in deprived areas.	S-L	None
	<b>Leading by Example</b>		
C56	Achieve Cycle friendly employer status for major Council and University of Edinburgh sites.	S-M	None
C57	NHS Lothian to promote BikeBUDI scheme to its staff.	Ongoing	None
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/training.	Ongoing	Minor/update
	<b>INTEGRATION WITH PUBLIC TRANSPORT</b>		
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs.	Ongoing	None
C60	Introduce 'Station Travel Plans' / 'Safe Routes to Stations'	M	Minor/update
C61	Consider a pilot bus bike carriage scheme for an appropriate urban - rural route.	M-L	Minor/update
	<b>MISCELLANEOUS</b>		
C62	Support development of small-scale bike share schemes.	S-M	None

	<b>Active Travel Action Plan Actions</b>	<b>Timescale*</b> (See footnote)	<b>Wording Revisions</b>
C63	Support Lothian and Borders Police's bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	S-L	None (renumbered from C41)

\* = **Time key**

S = by end 2014. M by end 2017. L = 2018 and beyond. C = action complete. X=deleted or integrated into another action

## Appendix 3 – Details of significant wording changes or deletions

Note: This appendix gives details of or reasons for changes which are not self-explanatory in Appendix 2. So it does not include actions deleted for reasons explained briefly in table 2 or because they have been incorporated into another action.

	Active Travel Action Plan Actions	Reason for change
<b>JOINT ACTIONS</b>		
<b>NETWORK DEVELOPMENT</b>		
J7 (new)	Set up a mechanism to assess, and where appropriate implement, proposals made under J6	Previous J7 largely completed - route plan used as input to new Local Development Plan. New J7 clarifies need to set up a structured approach for feeding publicly identified proposals through to potential implementation.
J7 (old)	Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning.	
J9	Roll out 20mph speed limits across Edinburgh in accordance with decision to be taken as part of the 2013 LTS process.	The the pilot 20mph speed limit in S Edinburgh is in place.
J9 (old)	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. Monitor and evaluate and, if appropriate, roll out more widely.	
<b>WALKING ACTIONS</b>		
<b>CROSSINGS AND JUNCTIONS</b>		
W16	Develop and then commence implementation of a programme for reviewing signalled junctions, assessing the effectiveness of existing crossing and control methods with regard to use by all age and ability ranges, and making appropriate modifications.	The revised action recognises the need to develop a specific programme to carry out this activity
<b>Traffic Signalled junctions</b>		
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.	The revised action recognises the need to develop a specific programme to carry out this activity
W18	Review the programme of adding pedestrian phases to traffic signalled junctions and develop a forward plan for this.	The revised action recognises the need for a review of the programme and development of a revised forward plan.

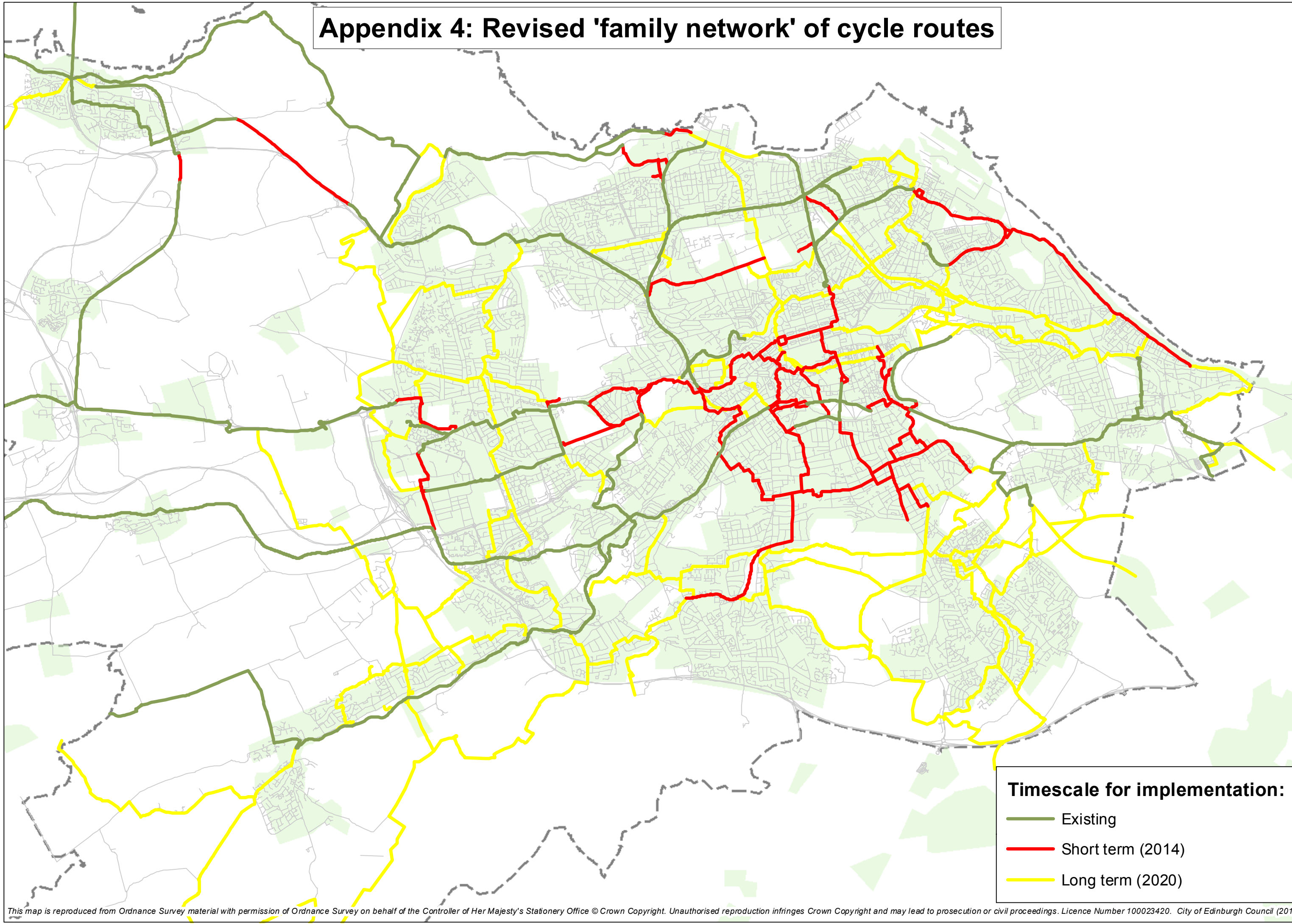
	<b>Active Travel Action Plan Actions</b>	<b>Reason for change</b>
W35	Review the off-road path network for seating provision and carry out a phased programme of improvements	The new action recognises the importance of seating availability in making walking a realistic option for all.
<b>CYCLING ACTIONS</b>		
	<b>NETWORK DEVELOPMENT</b>	
	<b>'Family' Network</b>	
C2H	FAM Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) gate of Botanic Gardens;	Route to West gate under construction
C2J	FAM Further upgrade of Portobello - Seafield – Leith - N Edinburgh path network link (NCN 76);	Initial upgrade work complete
new C2.1	Incorporate effective links from the City Centre Princes/St George St measures to family network links West to Roseburn, SW to the Union Canal and NE/E to Leith Walk and Regent Road	To highlight these links, which are important if cycling is to be seen as a realistic option for travel to the city centre for a significantly wider group of the population.
	<b>Cycle Friendly City</b>	
	<b>DELETED ACTIONS C4B-H,C5,C7 to C9</b>	
C4B-H	Listing of individual main roads for improvement	Revised actions C4A and C4B make the listings of roads in C4B – H and in C5 redundant. A programme of improvements will be developed which is likely to cover similar roads.
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road.	
C7	Implement, sign and promote suitable cycle alternatives to the Tram route.	This action largely referred to the on-road section of tram route between the city centre and Newhaven which is not currently being progressed.
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	This action will be covered by design guidance.
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	Such a pilot will be taken forward if it forms a useful element of any project. However no sites have been identified to date so a specific action is not appropriate.
	<b>NETWORK DEVELOPMENT</b>	
	<b>Network Development – <u>General</u></b>	

	Active Travel Action Plan Actions	Reason for change
	<b>Cycle Parking - Residential</b>	
C33	Pilot on-street residential bike parking.	<p>Following investigations into the procurement of this project it is recommended the users are charged a nominal fee, estimated at £5-10 per month, for use of the secure storage facilities.</p> <p>Consultation has been carried out which established monthly payment in this region is considered acceptable for users. This will also cover the majority of the maintenance and management costs which will allow the council to operate the project at cost neutral once implemented.</p>

\* = Time key

S = by end 2014. M by end 2017. L = 2018 and beyond. C = action complete. X=deleted or integrated into another action

# Appendix 4: Revised 'family network' of cycle routes



**Timescale for implementation:**

- Existing
- Short term (2014)
- Long term (2020)