

Transport and Environment Committee

10.00am, Thursday, 2 February 2023

Active Travel Action Plan 2023 – Delivering the City Mobility Plan

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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Approves the draft Active Travel Action Plan as a basis for public consultation;
 - 1.1.2 Agrees that the initial high-level costings are used as the basis for engaging with funding bodies;
 - 1.1.3 Agrees to the development of a business case and delivery programme based on the draft Plan;
 - 1.1.4 Notes the integral relationship between the draft plan and the emerging Circulation Plan and other City Mobility Plan action plans (Air Quality, Parking, Public Transport and Road Safety).
 - 1.1.5 Delegates authority to the Executive Director of Place to make final graphic design, layout and minor editorial changes to the action plans before final publication on the Council's website

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Executive Director of Place

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Active Travel Action Plan 2023 – Delivering the City Mobility Plan

2. Executive Summary

- 2.1 This report presents a draft Active Travel Action Plan for Edinburgh and seeks approval to carry out consultation on the Plan.
- 2.2 The plan covers actions to encourage walking, wheeling and cycling over the period to 2030 and beyond.

3. Background

- 3.1 In 2010, Edinburgh adopted Scotland's first Active Travel Action Plan (ATAP). Over the past 12 years, a wide range of measures have been delivered which have improved the city's networks for walking, wheeling and cycling. Highlights include a growth of more than 50% in cycling to work (pre-pandemic) and a stable and high level of walking against a declining national picture. In addition, one the UK's first and most extensive city-wide 20mph networks has been delivered, resulting in a 30% reduction in casualties.
- 3.2 The ATAP is one of several such plans that set out how the Council proposes to deliver the [City Mobility Plan 2021-2030](#) (CMP).
- 3.3 The draft plan would replace the current ATAP, approved in 2016.
- 3.4 The Scottish Government plans to significantly increase funding for Active Travel investment, starting in 2023 with a further significant uplift expected in 2024. The new ATAP reflects this context with ambitious and transformational proposals, which have been subject to an initial costing.
- 3.5 This report seeks approval of the ATAP as the basis for public consultation, engagement with funding bodies and development of a business plan and delivery programme.

4. Main report

- 4.1 The ATAP outlines actions needed to improve walking, wheeling and cycling (or 'active travel') in Edinburgh to 2030 and beyond.
- 4.2 Encouraging active travel has an important part to play in delivering a healthier, more inclusive, zero carbon transport system. Walking, wheeling and cycling are low cost, don't pollute and improve physical and mental health. Like public transport, they also use limited street space far more efficiently than travelling by private car. Appendix 3 provides an illustration.
- 4.3 Active Travel plays an important role in supporting a thriving, dense urban economy with vibrant town centres.
- 4.4 Many journeys by Edinburgh residents are already made by active travel, especially on foot. However, as most other journeys are short enough to be walked or cycled, there is huge potential for further growth, particularly in cycling.
- 4.5 Active travel, like travelling by car, can cater for dispersed journey patterns. So walking, wheeling and cycling can complement public transport, which works best for larger flows of people on concentrated corridors.
- 4.6 The ATAP sits alongside other Action Plans relating to Road Safety, Public Transport, Parking, Air Quality and the City Centre Transformation (CCT) Programme. All actions are intended to be complementary and cross cutting between the plans. For example, lower speed limits and improved routes to school are both safety measures as well as means of improving active travel.
- 4.7 The emerging Circulation Plan will provide the strategic mapping and decision-making framework for streetspace allocation. It will be particularly important in ensuring co-ordinated delivery of the ATAP, the Public Transport Action Plan and CCT.

The Active Travel Action Plan

- 4.8 The ATAP sets out the Vision and objectives. The Vision is summarised as ***'Edinburgh: a walkable and fully accessible city - and a city where cycling is a realistic choice for all'***.
- 4.9 The core ATAP proposals are set out in six chapters:
 - Chapter 4 - Improving walking and wheeling in Edinburgh;
 - Chapter 5 - Improving cycling in Edinburgh;
 - Chapter 6 - Joint actions: A safer and better city for active travel;
 - Chapter 7 – Planning and designing streets for active travel;
 - Chapter 8 – Getting to our green spaces and going for leisure cycles; and
 - Chapter 9 - Supporting and encouraging people to walk, wheel and cycle.
- 4.10 These chapters are complemented by an actions summary table and appendices covering policy context, delivery, cycle network development, monitoring and costing.

4.11 The main initiatives of each chapter are set out in the ATAP and summarised below.

Improving Walking and Wheeling

4.12 The ATAP sets out a wide range of actions aimed at making Edinburgh a better, safer and more convenient place to walk and wheel. They have been grouped into two initiatives, each including a range of individual actions that come together to achieve the desired outcomes. The Edinburgh Accessible Streets Initiative (EASI) focuses on creating easy-access, step-free, uncluttered pavements that work for everyone. Secondly, Action for Better Crossings (ABC) aims to make crossings work better for pedestrians, as well as continuing to provide new crossings.

4.13 The EASI is based on a proposal by Living Streets Edinburgh. The aim is to make the city inclusive for disabled people and, at the same time, much easier to get around for anyone walking and wheeling. The EASI includes actions to:

4.13.1 Make it easier to cross side roads, with dropped kerbs, 'tighter' junctions to reduce the crossing distance, raised crossings and continuous footways.

4.13.2 Prioritise level walking surfaces where driveways cross pavements, with steeper ramps at the kerb for cars.

4.13.3 Continue 'de-cluttering' initiatives, including the A board ban.

4.13.4 Enforce the pavement parking ban at the appropriate time.

4.13.5 Increased provision of places to sit.

4.14 The EASI is an ambitious concept. Tackling missing or damaged dropped kerbs alone involves 17,000 locations. Prioritising actions within EASI will be one of the issues that consultation on the ATAP will focus on. The proposal for consultation is that early priorities should be:

4.14.1 Bus routes, facilitating access to bus stops.

4.14.2 Town centres.

4.14.3 Access to Health Centres.

4.15 For most journeys on foot, the biggest delay and inconvenience is caused by crossing streets. To address this, the ABC initiative would:

4.15.1 Commit to a default maximum pedestrian delay at 'standalone' crossings and report on the percentage of crossings that have this setting.

4.15.2 Continue the programme of installing pedestrian crossings, with revised criteria giving more weight to likely pedestrian delay.

4.15.3 Review pedestrian waiting times at signalled junctions, with a view to reducing delays by giving more 'green man' opportunities per signal cycle.

4.16 Streets have a vital function as places whereby they are also interesting and enjoyable spaces to spend time. Streets that are good places are usually good for

walking and the ATAP stresses the importance of this place function. The prime means for delivering improvements will be:

4.16.1 Use of the Edinburgh Street Design Guidance (ESDG), which emphasises the 'place function', on all projects.

4.16.2 Use of the emerging Circulation Plan, which designates the city centre, designated town centres, and other significant shopping streets, as 'walking/place priority'.

4.16.3 The City Centre Transformation Programme.

4.16.4 The actions to deliver Safer and Liveable 20-minute neighbourhoods set out below under 'Joint Actions'.

Improving Cycling

- 4.17 Cyclists, like those walking and wheeling, are vulnerable when they mix with motorised traffic. Experience elsewhere in Europe clearly indicates the benefits of delivering safe cycle networks protected from busy motor traffic. These networks can enable a high proportion of urban trips to be made by cycling. Furthermore, the advent of reliable electric bikes means cycling is now a realistic choice for more people.
- 4.18 At the core of the ATAP proposals for cycling is the aim to deliver a joined-up network of routes that feel safe at all times of day for people with a range of abilities. This network will need to use segregated cycle tracks on main roads, as well as unsegregated on-street routes that have low volumes of motor traffic. Appendix 1, Chapter 5, Figure 2 shows the full extent of the proposed future network.
- 4.19 The city's existing cycle network relies heavily on traffic-free routes along green path networks. These paths, most of which are former railways, are generally fairly flat and pleasant to use during the day. However, they can feel unsafe at night or at less busy times of day, especially for women. The paths will continue to play a vital role and upgrades will seek to improve their comfort, safety and security. But, because of their intrinsic issues for night-time personal security, they cannot form the core of a network that aims to make cycling a realistic choice for all, at all times.
- 4.20 The current Active Travel Investment Programme (ATInP) is delivering some of the key components of a future cycle network. For example, projects such as the City Centre West to East Link and Meadows to George Street will provide important city centre connections.
- 4.21 In line with the developing [Circulation Plan](#), it is proposed to take forward proposals for high quality, mostly segregated cycle routes on several corridors in the city which would be integrated with renewed and upgraded bus priority routes, and improvements in relevant town centres.
- 4.22 The Travelling Safely segregated cycle lanes are currently subject to experimental Traffic Regulation Orders. Subject to the evaluation of responses to these orders, some or all of these will be retained and made permanent.

- 4.23 As also noted in the Circulation Plan, the space required for segregated cycling represents an important delivery challenge. This will require some difficult choices between space for all traffic, for public transport, and for cycle routes.
- 4.24 A key advantage of choosing cycling as an urban transport preference is that it is much easier to park. Consequently, convenient and secure places to park bikes, on street, at home and at work are crucial to support this choice. Lack of space to park a bike at home is one of the key constraints to cycling for Edinburgh's many tenement and flat dwellers. The ATAP proposes continued and accelerated roll-out of both public and on-street residential cycle parking.
- 4.25 Cycle hire can play an important role in the mix of residents' transport options. Edinburgh's previous scheme was popular. However, as highlighted in another report on the Committee agenda, operating costs are significant. Consequently, the ATAP currently proposes that options for delivering a revived cycle hire scheme are kept under active review.

Joint Walking, Wheeling and Cycling Actions

- 4.26 A number of actions in the plan will equally benefit people walking, wheeling and cycling as outlined below.
- 4.27 The CCT Programme aims to deliver a people-focused city centre; one that is much better for people to walk, wheel and cycle around. Key projects such as George Street and Meadows to George Street are committed and work is starting on the Lothian Road boulevard.
- 4.28 The majority of Edinburgh citizens live outside the city centre. An important aspect of the ATAP is supporting the creation of pleasant, people-focused residential streets and neighbourhoods; places where everyone feels safe to walk, wheel, cycle and spend time. This will help develop 20-minute neighbourhoods, with safe local travel to school and local facilities like shops and parks.
- 4.29 Initiatives to help deliver safer and liveable neighbourhoods include:
- 4.29.1 Continuing the rollout of lower speed limits; delivering safer streets and roads for all, especially walkers, wheelers and cyclists.
- 4.29.2 Taking action to address 'rat-running' through residential areas via a prioritised 'liveable neighbourhood' programme. This would be integrated with measures from the EASI initiative to deliver more walkable streets across the city. At the heart of the liveable neighbourhood programme will be enabling safer travel to school, centred on an accelerated roll-out of traffic-free 'school streets'.
- 4.29.3 Redesigning town centres and shopping streets to improve their 'place' value and increase priority and safety for people walking, wheeling and cycling. The aim will be to integrate this with carriageway and footway renewals with work already started on this kind of project at Portobello and Dalry.

- 4.30 The ATAP sets out aims to maintain and upgrade the extensive off-road path network. It proposes to widen busier paths, build new access ramps and to provide new connections, including several new bridges (Appendix 1 Chapter 6).
- 4.31 Walking and cycling often form part of longer trips and the ATAP sets out plans for better integration. These include prioritising access to bus stops as part of the EASI initiative, bike parking at stations and 'mobility hubs'.

Street design, and supporting active travel in and from new development

- 4.32 Delivering the vision set out in the CMP, the ATAP and other action plans need to be supported by the way the entire street and road network is designed and managed. The means delivering the necessary design approach via the ESDG, which was adopted by the Council in 2015.
- 4.33 The ATAP notes the importance of using the ESDG and of continued work to develop and revise its detailed 'factsheets'. In particular, the ATAP emphasises the need for increasingly rigorous use of the ESDG in the planning process for new developments. This is essential to ensure that active travel and public transport use, rather than car-dependence, are encouraged.
- 4.34 The ATAP proposes increased funding and resources to ensure delivery of the active travel infrastructure included in the Local Development Plan and City Plan Action Programmes. Effective and timely delivery of this infrastructure needs a significant increase in public funding as well as developer contributions.

Access to green space and cycling for leisure

- 4.35 Walking, wheeling and cycling have a role as means to access green space and associated leisure activities. The ATAP recognises both and proposes actions including:
- 4.35.1 New or improved crossings and accesses to support Edinburgh's Open Space Strategy; and
- 4.35.2 Low-cost improvements (for example signing, crossings and limited path upgrades) to deliver a network of routes suitable for leisure cycling. This network, for the most part, exists already. However, it is often unsigned and missing crossing points and/or short low-quality sections make some parts difficult to use.

Behaviour Change - Supporting and encouraging active travel

- 4.36 The majority of the ATAP deals with changing Edinburgh's infrastructure to make it easier and safer to walk, cycle and wheel. However, change towards active travel can be achieved more quickly when infrastructure investment is combined with 'behaviour change' measures.
- 4.37 Since the 2010 ATAP, various behaviour change methods have been deployed. These include training, events, support for community groups to encourage active travel, videos, leaflets, on street posters and social media. The main funding source is Transport Scotland's 'Smarter Choices, Smarter Places' programme.

4.38 The draft ATAP proposes an expanded behaviour change programme with the focus targeted on campaigns to complement new infrastructure.

Costing the ATAP and developing an investment business case

4.39 An initial high level costing exercise has been carried out for all the proposals in the ATAP. The plan is very ambitious and the initial costing of circa £824m - £1,124bn at Q4 2022 prices reflects this. A summary of the components of this costing is provided in Appendix 2. The extent of the investment required is such that delivery will inevitably stretch beyond 2030.

4.40 Given the magnitude of the investment involved, and subject to Committee approval, it is proposed to develop a business case and delivery programme for the ATAP. Deliverability will depend on access to the new Scottish Government (SG) funds and success will be dependent on high quality business cases, which will need to be approved by Committee. Officers will work with SG/Transport Scotland to ensure business case development can be resourced without detracting from current scheme delivery.

Relationship to the ongoing Active Travel Investment Programme (ATInP)

4.41 The new ATAP builds on the current ATInP, and delivery of it will continue as a rolling programme. Regular updates will be provided to Transport and Environment Committee on the delivery of the ATInP.

Consultation on the draft ATAP

4.42 Over the coming months, it is proposed to carry out an extensive programme of engagement and consultation on the ATAP. This programme will be integrated with consultation on the Circulation Plan and other Action Plans relating to Road Safety, Public Transport, Parking and Air Quality.

5. Next Steps

5.1 Subject to approval of this report's recommendations, engagement and consultation on the ATAP will be carried out.

5.2 The outcomes of the consultation will be reported to Committee in Autumn 2023.

6. Financial impact

6.1 The main funding sources currently available for the delivery of active travel investment are:

6.1.1 The Council's Transport Capital Investment Programme;

6.1.2 SG's Cycling Walking and Safer Routes fund;

6.1.3 The Sustrans Places for Everyone fund (distributed on behalf of Transport Scotland); and

6.1.4 SG's new Active Travel Transformation fund.

- 6.2 Full delivery of the Action Plan, even over a long period of time, will require a substantial increase in funding and resources. Consequently, subject to Committee approval, it is proposed to seek funding to develop a business case and delivery programme for the ATAP.

7. Stakeholder/Community Impact

- 7.1 In developing this draft plan, initial discussions have taken place with Spokes and Living Streets.
- 7.2 The Integrated Impact Assessment process for the draft ATAP has commenced and the current draft assessment is attached as Appendix 4.
- 7.3 Over the coming months it is proposed to carry out an extensive programme of engagement and consultation on the draft ATAP.
- 7.4 As we develop schemes based on the actions in this plan we will carry out engagement with communities and stakeholders, including disability groups who may have concerns about particular aspects of the programme

8. Background reading/external references

- 8.1 [Transport Scotland's draft Active Travel Transformation Framework](#)
- 8.2 Report to Transport and Environment Committee, [8 December 2021](#) - Circulation Plan
- 8.3 Transport and Environment Committee Business Bulletin, [12 January 2016](#) – Active Travel Action Plan Review 2016

9. Appendices

- 9.1 Appendix 1: Draft Active Travel Action Plan for Edinburgh 2023
- 9.2 Appendix 2: Costing of draft Active Travel Action Plan (Further details are available from officers if required)
- 9.3 Appendix 3: Use of street space by different means of transport.
- 9.4 Appendix 4: Draft Integrated Impact Assessment

Active Travel Action Plan 2030

Contents

- What is Active Travel?
- Foreword
- Chapter 1: Introduction and vision
- Chapter 2: Progress to date: ATAP 2010-2020
- Chapter 3: Understanding Active Travel in Edinburgh today
- Chapter 4: Improving walking and wheeling in Edinburgh
- Chapter 5: Improving cycling in Edinburgh
- Chapter 6: Joint Actions: A safer and better city for active travel
- Chapter 7: Planning and designing streets for Active Travel
- Chapter 8: Getting to our green spaces and going for leisure cycles
- Chapter 9: Supporting and encouraging people to walk, wheel and cycle
- Chapter 10: Working together to deliver a walkable and fully accessible city, where cycling is also a realistic choice for all
- Chapter 11: How we will deliver this plan
- Chapter 12: Harnessing innovative solutions
- Chapter 13: Monitoring progress
- Appendices

What is Active Travel?

Active Travel is a collective term for walking, wheeling and cycling.

Walking needs no further definition.

Wheeling refers to people using a mobility scooter, wheelchair, or other wheeled mobility aid, as well as people walking with pushchairs and prams. In this document we generally use the terms walking and wheeling together.

Most **cycling** is done on very similar two-wheeled machines. However the term includes the use of e-bikes, cargo bikes, trikes, adapted bikes and handcycles.

In this document we refer to the Active Travel Action Plan as 'the ATAP' or 'this Plan'.

Foreword

Edinburgh is in many ways ideally suited to getting around on foot and by bike. Much of the city is compact, with short, walkable, distances. A high proportion of all the journeys that people make are within easy cycling range and walking perfectly complements our excellent bus service.

Edinburgh's Active Travel Plan 2010 was the first of its kind in Scotland. I'm proud of this, and of the work that's been done since under successive Council administrations to make Edinburgh a better place to walk, wheel and cycle.

I see the citywide 20mph network, one of the first and most extensive in the UK, as perhaps our single most important achievement. Independent academic research has shown this has reduced road casualties by a third and helped make people feel more comfortable to walk, wheel or cycle for local trips.

Over the last decade we've been working to better connect the city's network of quiet routes, with major investment now underway on our landmark City Centre West to East Link project. We've also been steadily improving conditions for all pedestrians, for example through a programme to 'drop' kerbs, and via experimental city centre street closures. Over the next three years several other major projects are planned in the city centre and elsewhere.

Progress remains slower than I would wish. Our new Active Travel Action Plan aims to significantly increase the pace of change. Taking full advantage of new funding opportunities, we particularly want to increase our focus on walking and wheeling. Our Edinburgh Accessible Streets Initiative (EASI) will focus on making pavements and street crossing points useable for everyone – no matter what their age or ability. A key aspect of the programme will be, over time, dealing with thousands of crossing points that have no dropped kerbs. The opportunities for walking and wheeling that this will open up will also help people more easily access buses and trams for local journeys.

We also want to continue and accelerate our progress towards a safe citywide network of cycle routes. In doing this, we want to increase the focus on useability by everyone at all times of day, meaning a greater emphasis on routes using the road network and reducing our reliance on off-street paths as part of the day-to-day cycle network. We will learn lessons from 'Spaces for People', making sure we engage appropriately with communities before making changes.

Making it easier and more pleasant to travel actively for local trips is an essential component of delivering the Council's 20 minute neighbourhood strategy. The ATAP reflects this by including projects to redesign our local high streets as places where we need to give more space and priority to people, and less to cars. In addition, it envisages a further roll-out of low-traffic 'liveable neighbourhoods' to help make our local streets better places to walk, wheel and cycle. This is also part of our plan to support the wellbeing of everyone and end poverty and isolation in Edinburgh.

Integrating all of these actions with plans for bus priority, improving air quality and managing parking is a major challenge, but one we are addressing via our Circulation Plan.

The investment we will need for implementing the ATAP is substantial, but I think the benefits will be even greater. To prove this point, I want Council Officers to construct an objective business case. This will weigh up the pros and cons of this investment – it will consider the wellbeing of residents, benefits to the disabled community, wider equalities issues and my desire for it to support our city's economic growth. With Scottish Government funding for active travel now increasing, this business case is essential as it will help us make the clear case for investment in Scotland's capital.

I strongly believe in moving towards a low carbon, healthier and more equitable city. I believe this plan, when coupled with our ambition to expand public transport, will provide a step change in ensuring Edinburgh can deliver on these aspirations.



Councillor Scott Arthur

Transport and Environment Convener, the City of Edinburgh Council

January 2023

Chapter 1: Introduction

In the face of multiple challenges, from climate change to air pollution and growing levels of ill health due to physical inactivity, cities around the world are looking to change. They are investing in their streets and sustainable transport networks, aiming to increase active travel and public transport use.

What's the purpose of the plan?

The Active Travel Action Plan (the ATAP) is a delivery plan. It sets out a programme of work to radically improve walking, wheeling and cycling in Edinburgh over the next decade.

What's driving this plan?

The workstreams in this plan have been designed to help deliver the vision, objectives and policies set out in the City Mobility Plan (the CMP). The CMP is Edinburgh's Local Transport Strategy to 2030 and was adopted by the Council in 2021. The CMP seeks to achieve a city connected by a safer, and more inclusive, net zero carbon transport system. This improved transport system will help make Edinburgh a healthier, thriving and fairer compact capital city, with a higher quality of life for all residents.

The ATAP also responds to national policies and frameworks which seek to boost levels of active travel and physical activity in Scotland.

What's our vision for walking, wheeling and cycling in Edinburgh?

Nationally, the vision for Active Travel is that "by 2030, Scotland's communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys."

Edinburgh – a walkable and fully accessible city and a city where cycling is a realistic choice for all

In Edinburgh, we want our city to be a fully accessible for anyone to walk or wheel. Wherever they live, whatever their age or gender, and whatever their destination. What's more, we want it to be a city where walking or wheeling is the natural first choice for the shortest journeys.

We also want Edinburgh to be a city where everyone, including children, has the freedom to cycle safely, whatever their destination, at all times of day. Cycling will be a natural choice for local and longer trips around the city, with safety no longer seen as a significant barrier.

This plan sets out actions aimed at making this vision a reality.

Delivering this vision will help to deliver on the objectives of the City Mobility Plan. The City Mobility Plan has set a target of a 30% reduction of car kms driven in Edinburgh by 2030. The measures set out in the ATAP will support Edinburgh to reach this target. They will also contribute to the following outcomes for Edinburgh.

OUTCOMES AND OBJECTIVES

These outcomes reflect the wider aims of the Council's draft business plan and also build on the desired outcomes of the national Active Travel framework and the Active Scotland Outcomes framework.

- 1) **Improving the health and wellbeing of Edinburgh's citizens:** Edinburgh's citizens are healthy, mentally and physically
- 2) **Improving equality and inclusion in Edinburgh:** By 2030, Edinburgh's citizens aren't affected by transport poverty. Everyone has equal opportunities in Edinburgh, regardless of background.
- 3) **Responding to climate change:** By 2030, Edinburgh has a net-zero transport system
- 4) **Edinburgh as a great place to spend time in and travel through:** Edinburgh is an attractive, safe and convenient place to move about on foot, wheeling and by bike, with pleasant streets to spend time in
- 5) **Supporting inclusive and sustainable economic growth:** Edinburgh is a thriving city where the benefits are shared by all

ATAP Objectives:

The ATAP objectives are as follows. These are aligned with the higher-level City Mobility Plan objectives and national objectives which are relevant to Active Travel:

- All of Edinburgh's citizens are physically active more regularly, for longer periods and throughout their lives
- Reduce noxious air pollution from road transport
- Edinburgh's residents are less likely to suffer from lifestyle related long term health conditions
- Walking and cycling are an affordable, accessible, and realistic option for all communities in Edinburgh
- More of Edinburgh's citizens choose to travel actively for their everyday journeys
- Edinburgh's streets are safer for those travelling actively in our city
- Reduce vehicular dominance and improve the quality of our streets

The Circulation Plan and Edinburgh's Street-Space allocation framework

The actions in the ATAP will be taken forward in the context of Edinburgh's emerging Circulation Plan and its street-space allocation framework. The circulation plan provides a strategic approach to deciding how to use the limited space we have in our constrained and congested streets. Which streets in Edinburgh we prioritise for walking, wheeling or cycling will be shaped by the circulation plan. It also takes into account needs of our businesses and making sure our streets are well-adapted to deal with our changing climate and contribute to boosting our local biodiversity. The current proposals in this plan will therefore be developed and refined as the Circulation Plan also develops.

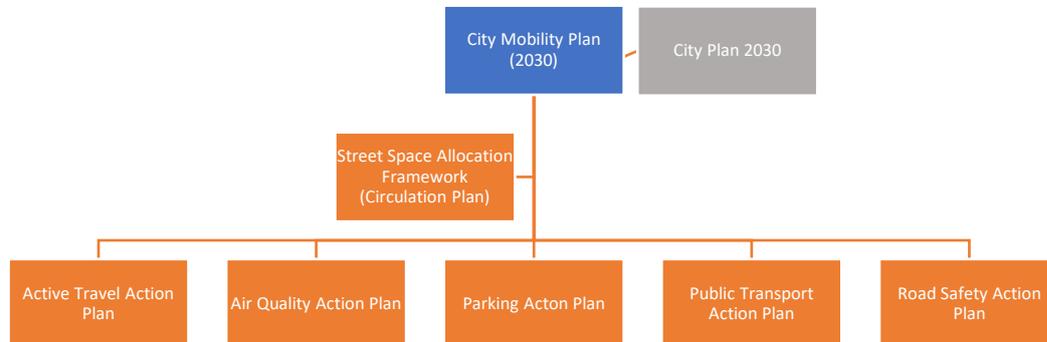
Accompanying delivery plans

To turn the CMP's vision and objectives into a reality, a variety of workstreams are needed. These different workstreams are captured in several action plans. This plan focuses on Active Travel. There are also separate action plans for:

- Public Transport
- (Motor vehicle) parking
- Road Safety and
- Air Quality

Whilst there are separate plans for different issues or types of transport, the plans are intended to support one another. The various actions have been designed to work together, with certain key actions appearing in several of the plans.

The diagram below shows how all these plans link together.



Chapter 2: Progress to date: ATAP 2010-2020

This chapter looks at the progress we have made on growing and encouraging Active Travel in Edinburgh since 2010. This includes assessing progress against the actions set out in the first ATAP to support the previous Local Transport Strategy (2014-2019).

The impact of the pandemic on reviewing progress

The ATAP was due to be renewed in 2020. However, the pandemic delayed this, as well as the delivery of many of our schemes. We have therefore reviewed delivery progress up to and including 2022.

The pandemic disrupted when, how and why people were travelling, as well as how data on travel patterns could be collected. For these reasons, making direct comparisons to data provided in the first ATAP is not possible in many cases.

Safer streets, more cycling, and high levels of walking

20mph – making Edinburgh’s streets safer for walking and cycling

Since 2010 we’ve introduced an extensive network of 20mph streets across the city (see appendix 2, figure 1). This has resulted in a 31% reduction in casualties (36 months post implementation compared to 36 months prior). Since speeds have reduced in the city, residents who were already walking and cycling have been choosing to do so more frequently, because they felt safer¹.

We explore more about changes in perceptions of how safe cycling is in Edinburgh in chapter 3.

More Cycling

Cycling in Edinburgh has grown over the past decade. In 2011, 4.8% of journeys to work were cycled. In 2019, prior to the pandemic, this figure had increased to an estimated 8%. The pandemic has since re-written working patterns, with home working now far more widespread.

We have made progress in making cycling for everyone. Since 2019, we know the greatest growth in cycling in Edinburgh has been amongst individuals who are semi or unskilled manual labourers, homemakers or unemployed. For these residents, the percentage cycling on a weekly basis has increased from 7% in 2019 to 23% in 2021.²

High levels of walking

Walking as a means of transport has remained consistently high amongst Edinburgh’s residents over the past decade. In 2010, 70% of residents were walking at least once a week as a means of transport³. In 2019, 84% of all residents walking once a week⁴, where the purpose of the walk was as a means of transport.

What have we delivered since 2010?

Expanded and improved infrastructure

Walking and wheeling

Whilst we set out good ambitions for walking and wheeling in Edinburgh in the last ATAP, there has been less progress in this area of work than anticipated.

¹ Bike Life Edinburgh 2019

² Walking and Cycling Index 2021

³ ATAP 2010, referencing Scottish Household Survey data

⁴ Scottish Household Survey 2019

However, progress to date has included:

[Making more of our pavements and street crossing points useable by everyone](#)

Edinburgh spends a higher proportion of its carriageway and footway renewals budget on pavements than any other Scottish Council.

We have:

- Changed the way we prioritise pavement maintenance to increase the focus on the busiest pavements
- Routinely installed dropped kerbs whenever we renew the pavement surface
- Started a targeted programme to installed dropped kerbs and tactile paving on routes to health centres. However, there is still a lot more work to do on dropped kerbs (see chapter 4 for more on this)
- Reduced the number of obstacles on our pavements that make it difficult for people to walk and wheel easily and safely. This has included introducing a ban on A-board advertising on Edinburgh's streets and removing guardrail in many locations around the city.⁵

[Making it easier to cross the street](#)

We have:

- As part of Road Safety measures, installed a range of new crossings for people walking and wheeling
- Undertaken a major upgrade to the sections of the Royal Mile, one of the busiest streets in Edinburgh with people walking and wheeling. The upgrades have made it quicker, safer and easier for people walking and wheeling to cross the street.

[Giving more space over to walking](#)

In 2014, we trialled making sections of George St traffic-free. 74% of street users felt the project improved the street. This trial has informed our current ambitious proposals to re-design the street. (see chapter 6)

[Open Streets](#)

In 2019, Edinburgh became the first UK city to join the international network of cities that close some streets to traffic one Sunday every month Edinburgh's Open Streets programme, which involved several Old Town streets and ran for several months, fed into the City Centre Transformation proposals (see chapter 6). During the pandemic, we closed Waverley Bridge, Victoria St and Coburn St to through-traffic, creating more space for people walking and wheeling. These streets remain closed, currently on an experimental basis.

⁵ Explanations of 'A-boards' and 'guardrail' can be found in Chapter 4

Cycling, and Edinburgh's traffic-free path network

The map below shows how the cycling network in the city has grown or been upgraded since 2010.

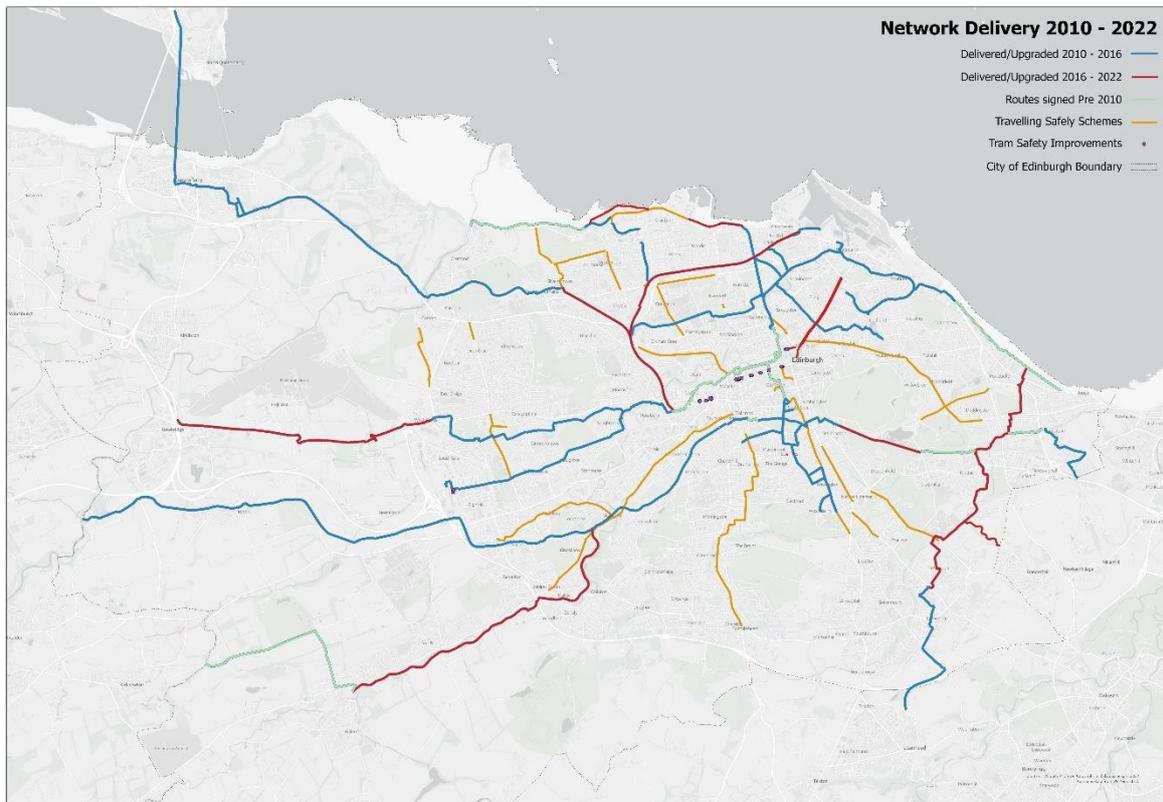


Figure 1: Map showing delivery since 2010

Many of the upgrades to or new traffic-free paths that have been delivered also benefit people walking, wheeling and often, running, along them. Since 2010, approximately 130km of network have been either upgraded or built.

Upgrades have ranged from new lighting, smoother surfaces and improved drainage. They have also included the creation of completely new routes, with safe crossing facilities provided where the route crosses main roads and signage to help people find their way.

Edinburgh's first major segregated cycle route, the City Centre West to East Link, which runs along one of our main road corridors, is currently under construction. This project includes major improvements for people walking and wheeling too. See Chapter 5 for further details of this major project.

In response to the Covid pandemic we installed over 22 miles of routes for cycling to provide safe ways for people to move around the city when public transport wasn't an option. These included protected cycle lanes and streets closed to motor traffic. These projects remain in place on an experimental basis. (see chapter 5 for discussion of their potential future role).

Since 2010, we've made cycling easier in Edinburgh by providing more cycle parking. We have installed hundreds of cycle parking spaces around the city, to help people lock their bikes up safely when out and about. To help people with limited space for storing a bike at home, we've trialled and then rolled out 111 secure cycle hangars. This means 666 people can now safely lock their bikes up

in dedicated storage spaces on our streets. 99.5% of these spaces are in use and demand continues to grow. The locations of these hangars across the city can be seen in Appendix 2, Figure 2.

Although it has since been withdrawn, within the past decade Edinburgh had its first Cycle Hire scheme. This was very popular, with over 190,000 annual journeys during its lifespan.

We have also introduced a winter maintenance programme of Edinburgh's traffic-free path network, making cycling all year round in Edinburgh easier over the past decade.

Designing our streets

Since 2010, we have undertaken design work and sought public input on a large number of projects, many of which will be built in the new few years. See appendix 3.

In 2015 we introduced the Edinburgh Street Design Guidance to improve the quality of how streets are designed and managed in Edinburgh. Since then, we've been building a library of detailed 'factsheets' which help designers shape projects to favour public space, walking, wheeling, cycling and public transport.

The Street Design Guidance has been applied effectively to several projects where a street's carriageway needed resurfacing. As a result, these projects made the streets better for active travel. Some examples include on Portobello Road, where we introduced some segregated cycle lanes. And at Tron Kirk, where we installed a raised table at a junction where there are lots of people walking and wheeling every day.

Support for Edinburgh's citizens to walk, wheel and cycle

As well as changing our streets to make them more friendly for people walking, wheeling and cycling, we have used the Scottish Government's Smarter Choices, Smarter Places programme funding to deliver a range of initiatives since 2010 to help people overcome some of the other barriers that might put them off choosing to walk, wheel or cycle for local journeys.

Prior to the pandemic, we engaged with and provided Edinburgh's largest employers with travel planning resources for their staff to help them identify the best routes for commuting and making local work-related trips more sustainably. The Council has and continues to provide sustainable travel planning advice and support to its employees.

In our schools, we've supported thousands of children to learn to cycle through the Bikeability and i-Bike programmes. Bikeability training was at 31% in 2009/10. By 2017/18, this had grown to 57%. Through working with partners such as Living Streets, we've supported children to record how often they're walking to school each week.

By supporting community-based organisations working with some of our most deprived communities in Edinburgh, we've encouraged walking as a way for people to improve their health and wellbeing. During the pandemic, we helped get bikes to key-workers so they could continue to get to work safely.

To help prevent bike theft, we've worked with Police Scotland to register bikes across the city. Over the past decade we have produced and distributed thousands of maps of our cycle network to encourage people to explore cycling in their local area.

Increased investment

Since 2010, the level of investment in Active Travel in Edinburgh has grown significantly. The proportion of Edinburgh's transport budget spent on Active Travel has increased: since 2016, 10% of

the annual budget has been spent on cycling infrastructure. As noted earlier, the Council also spends 30% of its carriageway and footway renewals budget on pavement renewals, a higher percentage than any other Scottish Council.

We have also secured significant grant funding from the Scottish Government to invest on active travel in Edinburgh, over £14m is forecast in 2022/23 alone.

By 2021, the scale of ambition for improving active travel in Edinburgh was reflected by the Council's Transport and Environment Committee approving a £118m programme of Active Travel improvements across the city.

What's held progress back?

The legal order process for introducing changes to the layout of streets has been a significant barrier to more rapid delivery over the past decade. We say more about these processes in chapter 10.

The lack of staff resource relative to the scale of the ambition of Edinburgh's first ATAP also limited delivery, as did the pandemic.

Until very recently, most of the Transport Scotland funding available (via Sustrans) has been tied to improving cycling infrastructure. Projects that only improve the walking environment haven't been eligible. Whilst virtually all our cycling schemes include significant improvements for people walking and wheeling, this funding constraint has slowed the rate and scale of delivery on walking and wheeling improvements.

Improving Monitoring

Due to the pandemic and other changes in what data is available or how it has been collected, we are unable to produce direct comparisons between 2010 and present for many of the indicators set out in the original ATAP's monitoring plan. Maintaining consistent data collection methods has been a challenge and getting this right will be key over the lifespan of this new plan to allowing us to track progress. That said, technologies for understanding active travel patterns have improved since 2010 and we have still managed to improve our understanding on walking, wheeling and cycling in Edinburgh over the past decade.

Improved data on attitudes and levels of walking, wheeling and cycling in Edinburgh

Starting in 2015, the Council worked with Sustrans to produce the Bike Life report, gathering insights into how Edinburgh's residents view cycling in the city. These reports were produced every two years, capturing information on the types of journeys that people cycle in Edinburgh, what are their barriers to cycling and what changes they would like to see to help them cycle more. In 2021, the report expanded to also provide data on walking and wheeling in Edinburgh. Chapter 3 summarises some of the insights from BikeLife and the Walking and Cycling Index. Having evolved between 2015-2021, going forward, the WaCI should provide us a consistent monitoring dataset.

Chapter 3: Understanding Active Travel today in Edinburgh

The Walking and Cycling Index for Edinburgh (formerly 'Bike Life Edinburgh') provides lots of insights into walking, wheeling and cycling in Edinburgh. The biennial report tells us who is choosing to walk and cycle in Edinburgh, how often. Importantly, it also tells us how Edinburgh's citizens feel about walking, wheeling and cycling around the city.

Walking and wheeling

Who walks or wheels and how often?

Virtually all (97%) of Edinburgh's residents walk or wheel every week and two-thirds walk or wheel on 5 or more days of a typical week⁶. 58% of Edinburgh's disabled residents walk or wheel at least five days in a typical week.

Cycling

Who cycles and how often?

Currently, 47% of Edinburgh's residents cycle, with 26% cycling once a week. However, double the number of men cycle weekly in Edinburgh, compared to women. And virtually double the number of white people cycle, compared to residents from ethnic minority backgrounds.

What journeys are people walking, wheeling and cycling?

Currently, 55% of the trips that adults in Edinburgh walk or wheel are for getting somewhere, like the shops, or work. For cycling, approximately one third of people's trips by bike are for getting to work, whilst another third are for shopping or going to visit friends.

In 2019, nearly 50% of all journeys to school in Edinburgh were walked or wheeled and 7% of school trips were cycled.⁷

What difference is this already making?

130,000 return walking trips are made daily in Edinburgh by people that could have used a car. If these cars were all in a traffic jam, it would tail back 385 miles. That's the equivalent to the distance from Edinburgh to Bath.

16,000 return cycling trips are made daily in Edinburgh by people that could have used a car. If these cars were all in a traffic jam, it would tail back 49 miles. That's the equivalent to the distance from Edinburgh to Glasgow.

Annually, if all the journeys made by Edinburgh residents walking, wheeling and cycling were instead driven, the carbon emissions would be the equivalent of 49,000 people taking return flights from Edinburgh to New York.

The potential for more people to travel actively in Edinburgh

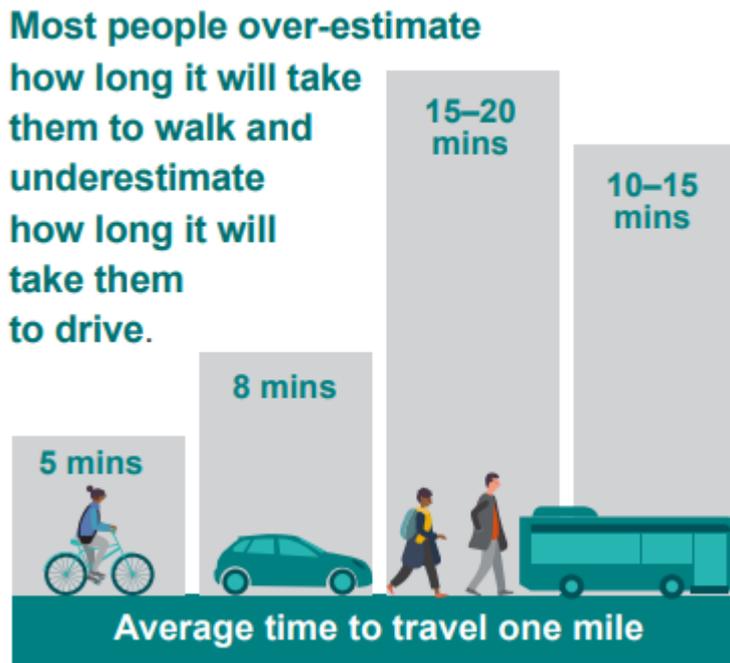
Travelling actively is a great way to travel for many journeys. Travelling on foot, wheeling or by bike can easily meet daily recommended physical activity guidelines as part of daily routines. Being active helps to boost mood, builds fitness, improves sleep quality and concentration levels. Travelling actively reduces the risk of multiple health conditions, such as stroke, cancer and diabetes.

⁶ Walking and Cycling Index 2021. This is walking for all types of journeys, including leisure.

⁷ Hands Up Survey Scotland. Data for 2022 not yet available.

Active travel allows interaction with the places and people around you, helping foster connections in communities. Good active travel links can help tackle social exclusion and can particularly benefit people on lower incomes. Walking requires no equipment and is free, whilst cycling can also be a very low-cost way to get around.

For local journeys, with the right conditions, active travel is also very convenient. Depending on the length of journey, car parking pressures and congestion, walking, wheeling and especially cycling can be the fastest and least stressful way to get around a city.



Source: Glasgow's Active Travel Strategy

In Edinburgh, how many journeys short journeys are driven each year?

Each year in Edinburgh, people drive 70.7 million journeys that are three miles (~5km) or less. About 72% of all journeys by Edinburgh's residents are less than 5 kilometres, so active travel represents a huge opportunity.

What difference would walking, wheeling or cycling these journeys make?

If 80% of these journeys were walked, wheeled or cycled, it could save approximately 23,000 tonnes of greenhouse gas emissions. As well as the carbon savings, changing these journeys would have notable health benefits for Edinburgh's population.

Do people want to walk, wheel and cycle more?

23% of Edinburgh's population say they don't currently cycle but would like to. About a quarter of Edinburgh's women and a similar proportion of Edinburgh's disabled citizens felt this way. Over 50% of Edinburgh's ethnic minority communities said they would like to cycle.

69% of Edinburgh's residents agree that they can already easily get to many places they need to visit without having to drive.

So, what's stopping them?

Generally speaking, there are more barriers to people taking up cycling than walking or wheeling. But people with disabilities feel significantly less safe walking or wheeling locally than other residents. In 2019, the most common reason people gave for not cycling in Edinburgh was concern about safety. This reflected concerns about interaction with motor traffic, but also fear for personal safety, for example, fear of being harassed on the street. Women feel less safe than men. For example in 2021, 10% more women than men felt cycling safety wasn't good in their local area.

Perceptions of how safe cycling is in Edinburgh have improved notably in the past few years. In 2021, 45% of residents considered cycling safety is good, compared to 34% in 2019. However, there's still a way to go to make cycling a realistic and appealing choice for everyone. Although the percentage of Edinburgh's residents who think cycle safety for children is good in the city has nearly doubled since 2019, it is still only 34%.

42% of Edinburgh's residents also don't have access to a bike.

In chapters 5 and 6, we look at what we will do to make Edinburgh a safe place where everyone can cycle.

In WaCI 2021, 81% of non-disabled residents felt that walking or wheeling in their local area was safe. But for disabled people the figure was significantly lower, at 69%. This suggests that our streets have more barriers that disabled people must overcome when walking or wheeling in Edinburgh. In Chapter 4 we explore some of these barriers in more detail and what we'll do to remove them.

Over half of Edinburgh's residents feel that fewer motor vehicles and lower speed limits on their streets would help them to walk and wheel more. In Chapters 4 and 6 we set out how we'll make our streets safer and more appealing for walking and wheeling.

ATAP Chapter 4: Improving walking and wheeling in Edinburgh

We want to work towards a transformational change in walking and wheeling in Edinburgh. Our vision is a fully accessible city, where people of all ages and abilities can get around safely, conveniently and comfortably.

Most people in Edinburgh already walk or wheel at least weekly. But making Edinburgh a fully accessible city, with walking or wheeling the natural first choice for local journeys, will require many changes to our streets. Different changes are needed to address different needs and issues. However, there are common themes. We have grouped the changes required into two categories:

- **Making pavements and street crossing points useable by everyone** – focusing on changes that will particularly make movement easier for people who are in wheelchairs or pushing buggies, visually impaired or may be less firm on their feet
- **Improving how well connected our streets and neighbourhoods are for walking** – these actions concentrate on improving the experience of crossing the street, so that walking is a quicker, safer, and a more pleasant experience for everyone

Two other key themes for improving walking and wheeling are also important for cycling. These themes are

- Addressing concerns about personal safety and safety from motor traffic
- Making our streets enjoyable places to be

Because these themes are important for all three forms of active travel, we've covered the relevant actions in Chapter 6, 'Joint Actions – A safer and better city for Active Travel'.

Making pavements and street crossing points useable by everyone - the Edinburgh Accessible Streets Initiative (EASI)

Edinburgh's streets must be inclusive places, so that they can support everyone to live healthy, active lives. Although Edinburgh has over 3,400 km (over 2,100 miles) of pavements, we know there are still barriers that prevent many people from using these.

Over the lifespan of this plan, we will deliver a programme of work to make our streets useable for everyone walking and wheeling. This programme will be made up of the following elements:

Install dropped kerbs and accompanying tactile paving

Dropped Kerbs

When people in wheelchairs or pushing buggies want to cross the road, it's important that the kerb is level with the road. In Edinburgh, we have approximately 17,000 crossing points where the kerb doesn't do this. Addressing this is perhaps the single most important step in creating a fully accessible city.

Tactile Paving

Tactile paving is the textured part of the pavement that helps visually impaired people safely move about our streets. It is especially important for indicating where to cross side roads. In Edinburgh we ultimately want to make sure every crossing has the correct tactile paving installed.

Action W1a: *Install dropped kerbs and accompanying tactiles where kerbs are either missing or damaged*

Action W1b: *Install missing tactiles in all other locations (in line with Edinburgh Street Design Guidance factsheet M4), at the same time we undertake pavement resurfacing work*

Reducing road widths and kerb radii at side-road junctions, and raising pedestrian crossing points

INSERT PHOTO OF TYPICAL
EDINBURGH SIDE STREET JUNCTION

In some of our streets, installing dropped kerbs alone isn't enough to make the crossing of the street easy. In the past many side street junctions were designed with little thought for how easy or safe they were for pedestrians to cross. At nearly all side streets, pedestrians must descend to road level to cross. At most side streets the curve of the kerbs (kerb radii) at the junction mouth is designed primarily to make vehicle manoeuvring easy. However,

this increases the distance for people walking and wheeling to cross.

At some junctions, the side street carriageway widens to a 'bellmouth' where it meets the larger road. This layout goes beyond the normal curved kerbs and can sometimes mean the side street is two or more times as wide where it joins the main street, right at the point where people who are walking and wheeling along the larger road need to cross it.

INSERT PHOTO OF BELLMOUTH
JUNCTION IN EDINBURGH

Under the refreshed Highway Code, people walking and wheeling have right of way when crossing side streets. People driving must give way to people walking or wheeling who want to cross. However, historic layouts often don't encourage people to follow the Highway Code. In particular, the bellmouth layout means that motor vehicles don't have to slow down nearly as much when turning in or out of the side-road. This can make crossing a side street feel very unsafe for someone walking or wheeling.

Over the lifespan of the next plan, we will change the layout of junctions at side streets to make

INSERT PHOTOS OF A CONTINUOUS
FOOTWAY AND A RAISED TABLE

them better for people walking and wheeling. To do this we will employ several design solutions from our Street Design Guidance.

In locations with the most pedestrians, the greatest need to slow turning traffic, and with low vehicle flows on the side street, our preference will be to install 'continuous footways'. At this type of junction the pavement is

visually continued across the side road.

In other locations with relatively high pedestrian flows, or where we feel there is a particular need to slow down turning traffic, we will raise the side road crossing to pavement level. Finally, we will work to widen pavements at junctions to minimise the width of road that pedestrians have to cross at all side streets. We will initially prioritise eliminating Bellmouth junctions, and other side roads with the widest mouths.

Where appropriate to do so, we will incorporate landscaping into the reclaimed carriageway, with street greening that enhances biodiversity and helps to manage storm water (Sustainable Urban Drainage features).

Action W2: *Treat minor road junctions to improve the crossing experience for pedestrians by tightening up the radii on side road bellmouths.*

Implementing and enforcing the pavement parking ban and protecting crossing locations

In many streets, people park their cars or vehicles partially on the pavement. This is often done to avoid the parked vehicle getting in the way of people driving along the street. However, vehicles parked on the pavement can make the pavement too narrow and therefore unusable by people walking and wheeling, forcing them into the road.

For some people it is very difficult, if not impossible, to cross the street at locations without dropped kerbs. This means we need to make sure these crossing points are always available for those who need them. **The Parking Action Plan provides further information on the action we will take to address this issue.**

Improving our pavement surfaces

Repairing damaged pavements

Some of our pavement surfaces are damaged and uneven. This can make it challenging for a variety of people to safely use them. People using wheelchairs, walking frames, sticks or pushing buggies, or anyone who is less steady on their feet, can all have difficulties. In Edinburgh, we already spend 30% of our maintenance budget every year making our pavements better. Over the next decade we will continue to invest in improving our pavement surfaces so that they are useable by everyone.

Making pavements more level

Many of our pavements have too much of a slope from one edge to the other. This frequently occurs where pavements pass in front of driveways. The pavement often slopes evenly towards the road to act as a ramp for the motor vehicle. This evenly sloping surface can make the pavement unusable for someone in a wheelchair, on a mobility scooter or who has difficulty walking.

When building new pavements or upgrading pavements in Edinburgh, a gradual slope over the whole pavement width should never be used.

Instead, [The Edinburgh Street Design Guidance](#) requires the use of designs that deliver a flatter pavement, with a steep slope at the carriageway edge where vehicles need to cross (For more detail on Edinburgh Street Design Guidance, see Chapter 7). Installing this design when we upgrade an existing pavement, as well as in newly built streets will, over time, deliver pavements that work for people who are walking or wheeling. Where driveways are also present, vehicles can still safely go in and out at low speed.

INSERT IMAGE OF SLOPING FOOTWAY VS. FOOTWAY WITH CROSSOVER RAMP HERE

Action W3: *Improve the useability of pavements around the city by:*

- A. *Ensuring surfaces are smooth and free from trip hazards.*
- B. *Levelling pavements, replacing pavement wide cross-fall with ramps where driveways need to cross the footway*

De-cluttering our pavements

Removing poles, bollards and unnecessary street furniture

Pavements across the city have a variety of street furniture on them. Much is vital and/or can't be placed anywhere else, for example, bins, bus shelters and streetlights. There are also lots of poles for signs, and sometimes bollards. These all reduce the amount of space on the pavement for people to walk along. In some instances, they can make the pavement too narrow for someone in a wheelchair or with a buggy to use.

During the lifespan of the action plan, we will look to reduce the number of items on our pavements, to make more space for people walking and wheeling. This might involve removing unused poles or using a single pole for more than one sign.

Removing Guardrail

Some locations in Edinburgh have 'guardrail' to separate the pavement from the road. Guardrail was, and sometimes still is introduced to reduce risk caused by pedestrians stepping into the road. However, guardrail makes pavements narrower, encourages faster driving, and often prevents people crossing the street where they would like to.

Our approach to street design now seeks to absolutely minimise the use of guardrail, instead employing lower speed limits and an approach to street design that prioritises pedestrian comfort, safety and convenience.

Over the next decade, we will review all remaining guardrail around the city. In line with our Street Design Guidance, we will only keep it where there is no practical alternative means of delivering safety for people on foot.

Enforcing the A-board ban

In 2018, the Council introduced a ban on A-boards on pavements, to make more space for people walking and wheeling. Importantly, removing A-boards from our streets means one less object on the street that someone with a visual impairment might collide with. We will continue our commitment to this ban, helping to keep our pavements free for people to move about safely.

Action W4: *Undertake dedicated programme of footway clutter rationalisation, focusing on pole and signage rationalisation*

Action W5: *Undertake a dedicated programme of guardrail removal*

Action W6: *Continue enforcement of A-board ban introduced in 2017*

Providing places to rest

We want to make walking for local journeys an option for more of our citizens. Yet for some people, especially older citizens, even a short walk can be a challenge without somewhere to stop and rest. To address this, over the next decade we will introduce more rest places and benches into our

streets. We will aim to do this in a thoughtful way that doesn't create narrower pavements, with more obstacles for visually impaired people, people in wheelchairs or pushing prams.

Action W7: *Install rest spots/benches to help less able people to walk*

The EASI programme will ensure that:

1. our 8 town centres and all retail high streets will be easily accessible in a wheelchair or with a pram;
2. the streets that make up all of our major bus routes will be easily accessible in a wheelchair or with a pram;

We will set out milestones for the EASI programme as part of the development of the business case and detailed delivery plan for the ATAP. We say more about how we'll deliver this plan in chapter 11.

Case Study: Installing dropped kerbs, tactile paving and reducing the width of a side-road at the junction of Merchiston Ave and Yeaman Place

Where Merchiston Avenue and Yeaman Place meet, we have changed the layout of the junction to

PHOTOS OF JUNCTION BEFORE AND AFTER

make it easier and safer to use for everyone walking and wheeling. The pavements have been widened. Someone walking or wheeling along Yeaman Place now needs to spend less time on the road when crossing Merchiston Avenue. Vehicles need to go slowly when turning in or out of the junction, making it safer for the most vulnerable street users – people walking and wheeling. The wider pavement means there's enough space for people walking along the street and those going in and out of the corner shop. The tactile paving and dropped kerbs mean that people with visual impairments

and people wheeling can cross the street more easily. Over the next decade we will improve many more streets in this way.

Improving how well connected our streets and neighbourhoods are for walking – Action for Better Crossings (ABC)

Making local journeys by walking or wheeling should be a convenient and reasonably quick option. However, a number of factors can make getting around this way less appealing. For most journeys on foot, the biggest delay and inconvenience is caused by crossing streets. The most obvious issue is simply waiting for a gap in traffic, or for a 'green man'. However other factors, such as narrow pavements at junctions, forcing people to wait in small areas close to heavy traffic, can also be important.

Over the lifespan of the plan, we want to make local travel by walking and wheeling quicker and more pleasant. We will look to do this in the following ways:

Making crossing the street quicker and easier

Reducing the number of roads that are crossed in two stages. Where that's not possible, we'll look to create more waiting space for people walking or wheeling.

Some streets in the city are very large, with multiple lanes of traffic. Especially at junctions, people on foot and wheeling often have to cross these streets in two stages, using two sets of pedestrian crossings and waiting at an island in the middle. This can mean people have to wait longer to get fully across the road.

However, crossing in two stages can reduce overall pedestrian waiting time, especially on the widest and busiest roads. This is because a long 'single stage' crossing needs motor traffic to stop for much longer than a split crossing. This is to allow enough time for people to cross the road. In turn, this often means it's necessary to impose a much longer wait on pedestrians. This is to ensure the crossing doesn't spend too much of its time on red to motorised traffic, causing excessive delays to buses.

In some places, even where a two-stage crossing might be quicker, the space for waiting in the middle of the road is narrow. These narrow islands can be difficult for people in wheelchairs or with pushchairs to use and very intimidating due to the proximity or large amounts of motor traffic. The lack of space also means fewer people can comfortably cross the road at the same time.

In future our first preference will be to re-design two-stage crossings to allow people to cross the full street in one go. However, a single-stage crossing takes longer and can result in both longer delays to buses and a feeling of intimidation for more vulnerable pedestrians due to the sheer length of unprotected crossing. Where we retain, or install new 2 stage crossings, we will strive to improve the waiting island in the middle of the road, making it larger and easier to use for everyone walking and wheeling.

Action W8: *Improve pedestrian crossing opportunities by replacing two-stage crossings with single stage OR if not possible, ensuring adequate space in the central island*

Increasing opportunities for people to cross the street

Installing new street crossings for people walking and wheeling

Sometimes, the biggest barrier to crossing the street is the difficulty, and perceived or actual danger, of crossing a busy road. We receive many requests every year for new pedestrian crossings around Edinburgh.

There are several different types of pedestrian crossings:

- Signalised crossings
- Zebras
- Refuge Islands – with this type of crossing, there can be a risk of conflict with providing safe cycling routes. The refuge island creates a narrower carriageway, which often leads to motor vehicles close passing people cycling. In many instances there is insufficient space for the refuge island and segregated cycle lanes. We will therefore consider carefully where to use this type of crossing to minimise this type of conflict.

INSERT IMAGE OF DIFFERENT CROSSING TYPES

At the moment, where a new pedestrian crossing is installed and what type of crossing depends on a variety of factors, including but not limited to:

- If the need for a crossing has been identified based on historic safety issues on the street
- Providing a crossing will make walking and wheeling for trips to local facilities, such as the shops
- If the street is part of a key route to a school

Over the lifespan of this plan we will update our criteria further, to ensure they are in line with aims and objectives of the CMP, this plan and the Road Safety Action Plan. One new criterion we will look to incorporate is assessing how

much a new crossing could reduce delays for people crossing the street. Based on the updated criteria, we will identify and deliver new pedestrian crossings in suitable places around Edinburgh.

Action W9: *Identify suitable locations for and install new pedestrian crossing facilities*

Adapting traffic signal timings to provide a longer crossing time, at times of day when lots of people need to cross the street (for e.g. at the beginning and end of the school day)

In some places in the city, there are relatively short but predictable peaks in numbers of people needing to cross the road. One of the main examples of this is where children have to cross a road on their way to and from school. The 'green man' at all crossings is an invitation to cross; it is only designed to get people walking to start crossing. The traffic lights for motor traffic will be held on red long enough that anyone that starts crossing at the end of a 'green man' will have time to get the full way across the street before the traffic moves. To get large numbers of people across the road in these locations at the relevant times, we will look to make the 'green man' crossing window longer and/or increase the frequency of green man crossing opportunities.

Reducing the amount of waiting time for the 'green man' to appear at traffic light junctions

INSERT IMAGE OF PEDESTRIAN CROSSING AT JUNCTION AND A STANDALONE CROSSING TO PROVIDE CLARITY ON DIFFERENCE

At many junctions in the city, people on foot and wheeling must wait for the traffic from all the different roads that make up the junction to have had a green light, before the 'green man' for pedestrians appears. This delays journeys for people walking and wheeling. Where possible, we want to make journeys for people walking and wheeling quicker by reducing the time people must wait at junctions between 'green man' crossing opportunities.

However, to do this means giving less 'green time' to other traffic, including buses. In line with the Circulation Plan, we need to balance reducing delays

for walking and wheeling with the same objective for public transport. This will mean that reducing the waiting time for the green man will only be possible in locations and at times of day where impacts on bus journey times can be minimised or avoided.

Maintain the number of 'standalone' pedestrian crossings that respond immediately to pushing the button for a 'green man'

The sole purpose of some sets of traffic lights is to stop traffic so that people walking can have a 'green man' and safely cross the street. They aren't part of a junction, where traffic is turning from one street to another. These are 'standalone' pedestrian crossings. Almost all of Edinburgh's 'standalone' pedestrian crossings will respond instantly to somebody pressing the button for the green man, as long as the traffic lights have already been on green for traffic for at least 20 seconds.

As part of prioritising people walking and wheeling in our streets in line with the Sustainable Transport Hierarchy, except in the circumstances set out below we will **always** operate our crossings in this way. The only exceptions will be when required because the speed limit is 40mph or more, or where crossings are less than 50 metres from a road junction with traffic lights. Then, the timing of the 'green man' for crossing the street will depend on the lights at the nearby junction. This is for safety reasons, to avoid drivers seeing red and green traffic lights in close succession. It is also to avoid interactions between crossings and nearby junctions that are excessively inefficient for motorised traffic.

Action W10: *Implement signal phasing to give longer crossing opportunities for pedestrians e.g. key routes to schools where occasional high volumes of pedestrians would benefit from a longer and/or more frequent green pedestrian signal period*

Action W11: *Improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle*

Action W12: *Maintain the number/proportion of standalone signalled crossings that give a pedestrian green on demand*

Joining up street networks for walking and wheeling

In some places, the street pattern itself can impose unnecessarily long and inconvenient journeys on people walking and wheeling. The worst examples are often at the edges of new housing estates, where streets and/or paths have not been connected into surrounding streets or path networks. We talk about addressing this issue in Chapter 6.

Where neighbourhoods span our boundaries

As walking is popular way to travel for shorter journeys, the majority of walking journeys in Edinburgh will be within the city, rather than between Edinburgh and a neighbouring local authority. The majority of our investment in walking will therefore be focused within Edinburgh. However, there a small number of junctions or roads that are notable barriers for large or growing communities on either side of our local authority boundary. Where relevant, we will work with neighbouring Councils to address these. The most important of these is at Straiton junction, to allow growing communities in Burdiehouse to access the nearby shops at Straiton more easily. This is also an important cross-boundary connection for cycling, we say more about this in chapter 5.

Joining up journeys with our public transport network

We know that sometimes walking or wheeling is only part of your journey. Every public transport journey involves some degree of walking, wheeling to get to and from the bus/tram stop or sometimes the train station. Expanding Edinburgh's public transport network over the next 10 years will increase the number of journeys walked and wheeled.

Supporting people to access public transport stops more easily is key to encouraging people to choose to travel sustainably for longer journeys around and outside the city. This is why, as part of EASI, we will make sure all streets that are part of a bus route have dropped kerbs and tightened up kerb radii at side road junctions.

Delivering the current Active Travel Programme

The existing active travel programme contains many schemes which deliver on elements of the actions set out above to benefit people walking and wheeling. Appendix 3 provides details of these current schemes and their delivery timeframe.

- **Action J1:** *Deliver currently committed Active Travel Investment Programme to 2026 (see Appendix 3 for details of all these schemes)*

Chapter 5: Improving cycling in Edinburgh

Given the right conditions, cycling is very well placed to provide an effective alternative to the car in a city the size of Edinburgh. Because parking at destinations is less problematic than when driving, cycling is often the fastest way of making journeys of up to about 3 miles (5km – a 15 to 20 minute bike trip), and it can be very competitive for trips of up to 5 miles (8km). Cycling, like driving and walking, doesn't rely on timetables, meaning it can be a very effective way of joining up suburban areas with disparate travel patterns. The growing availability of reliable electric bikes means that Edinburgh's hills are less of a fundamental barrier than formerly. All this means that there is huge growth potential for this, by far the most energy efficient, low impact, health-enhancing form of wheeled transport.

In Chapter 3, we identified some of the key barriers that people have told us prevent them from cycling or cycling regularly. This chapter sets out what we plan to do to overcome those barriers and deliver on our vision for cycling in Edinburgh.

Developing and enhancing Edinburgh's Cycle network

In chapter 3, we identified safety concerns, particularly from motor traffic is one of the major barriers to people choosing to cycle in Edinburgh. To overcome this, we are looking to expand the cycle network in Edinburgh.

Edinburgh's existing cycle network

Our current cycle network relies heavily on traffic-free routes along green path networks, particularly the former railway lines of the North Edinburgh Path Network. These generally have easy gradients and are often very pleasant to use during the day, though there are sometimes issues of conflict between users walking and those cycling. But these paths are not overlooked by houses and can feel quite unsafe for many users, especially women, at night or at less busy times of day.

The traffic-free routes will continue to play a vital role, and we will seek to improve their comfort, safety and security. However, we now plan to develop a joined-up network of routes that feel safe to everyone at all times of day. This network will need to use segregated cycle tracks on main roads, as well as unsegregated on-street routes that have low volumes of motor traffic.

Principles of Edinburgh's updated cycle network plan

In ATAP 2010 we set out our first version of the long-term vision for Edinburgh's cycle network. As Figure 1 in chapter 2 shows, we have come some way in delivering on that vision.

However, in order to deliver the aims of the CMP, we now need to revise and update our network plan.

Our aim is to deliver a day-to-day cycle network that:

- Ensures that every household in Edinburgh is within 250m - 400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. We will apply the shorter 250m distance in inner, higher density parts of the city, with 400m applied in more suburban areas. This network density is based on network design best practice, such as that set out in Cycling by Design. Edinburgh's topography means that these numbers are not always rigidly applicable.
- Provides routes that, whilst being as direct as possible, avoid the steepest hills
- Enables everyone to feel safe cycling, whatever the time of day.

- Is continuous, so entire journeys can be made in a safe environment for cycling (noting that this is a very challenging aim given limited roadspace).
- Builds on the parts of the network we have already built, or have in the pipeline
- integrates with our plans for improving conditions for walking and for public transport, following the principles of the Circulation Plan

Our proposed cycle network is made up of three different types of routes

- The primary network. This generally follows main roads, which are usually the most direct, flattest and most socially safe routes.
- The secondary network. This is an evolution of our developing QuietRoutes network. It is largely composed of quiet streets and off-road paths. It provides connections between the primary network and local destinations. In some places it provides an alternative to the primary network, for example, using green spaces that are pleasant to pass through during the day.
- The local network. This comprises all other local streets in the city, as well as paths on which it is legal to cycle.

Transport Scotland's second Strategic Transport Projects Review (STPR2) introduces the concept of "Active Freeways", delivering "high quality, direct and segregated routes for people walking, wheeling and cycling." In Edinburgh it's envisaged that these routes will largely follow the primary network.

PHOTO TO ILLUSTRATE WHAT WE MEAN BY SEGREGATED CYCLE TRACK

Delivering the primary network will represent a significant challenge, given the limited roadspace available and our aims to also improve conditions for walking and make our public transport system even better. Our Circulation Plan will help inform the necessary prioritisation of use of road space.

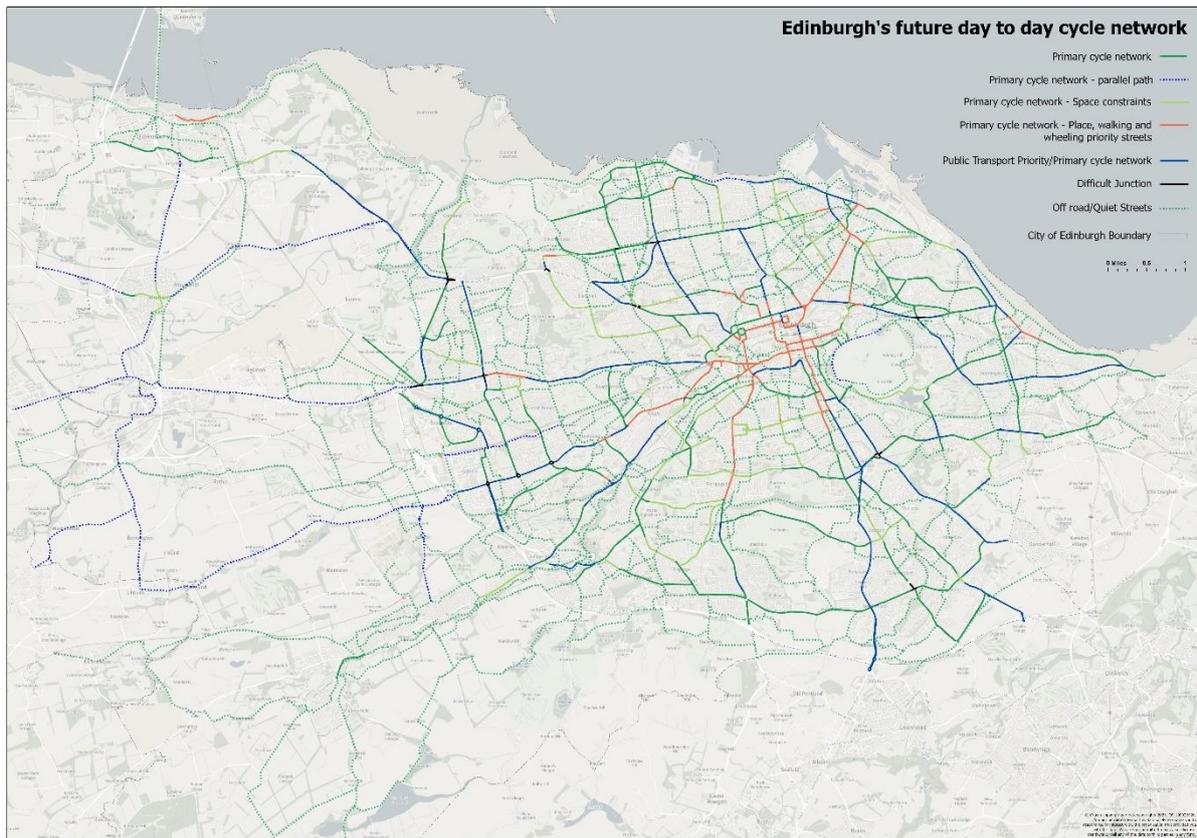


Figure 2: Edinburgh's future day to day cycle network

We also recognise that cycling is an enjoyable leisure activity and a great way to reach or experience some of Edinburgh's beautiful green and open spaces, for example the Water of Leith, Holyrood Park and the coast. We set out our vision for the recreational cycle network in Chapter 8.

Below we briefly summarise the components of the future cycle network. The headings relate to the map in Figure 2 and its key.

The cycle network has been developed in the context of Edinburgh's draft Circulation Plan and its Streetspace Allocation Framework (SAF). This means considering that there is a fixed amount of space in our existing streets. As well as improving conditions for cycling, there is also the need to improve conditions for walking and wheeling and to further improve our public transport system.

Primary Cycle network:– main roads [solid green line]

These parts of the proposed cycle network tend to have significant levels of motorised traffic but lower frequency bus services and/or little or no space to provide bus lanes. The preferred solutions will again be segregation or significant traffic reduction.

Primary Cycle network – space constraints [dashed green line] There are some streets that are key to forming a well-connected, complete cycle network. However, their width means it is difficult or impossible to provide segregated cycle lanes. On these routes, we will look to deliver targeted measures such as:

- Segregated cycle tracks in one direction only (e.g. uphill)
- Painted cycle lanes (with waiting restrictions)

- At junctions, cycle priority over motorised traffic and/or cycle safety measures. These measures would include providing early release green lights, so people cycling would have a head-start ahead of other traffic to pass through the junction.

Primary cycle network – parallel path [red line]

In some locations, there is insufficient space to provide segregated cycle lanes on the carriageway. However, there is an opportunity to provide a high-quality cycle path on land directly parallel to the road. This means the path would follow the same alignment as the road and path users will still be clearly visible from the road, providing a sense of social safety. These routes will mostly be in rural west Edinburgh.

Primary cycle network/ Public transport priority [solid blue line]

Generally speaking, these parts of the network currently have frequent bus services and high levels of other motorised traffic. To deliver suitable conditions for safe cycling, the preferred solutions will be either:

- segregating cyclists from all other traffic; or
- reducing motorised traffic other than buses to a very low level.

The aim will be continuous segregation. However, seeking to protect buses from delays whilst also delivering a high-quality cycle network will mean some difficult decisions around allocation of road space. This may involve cyclists sharing a bus lane or the use of cycle lanes rather than segregated cycle tracks. As a last resort, the cycle route may have to deviate from the main road and use nearby quiet streets instead.

Primary cycle network: Place, walking and wheeling priority streets

In these busy, high footfall locations, the emphasis will be on improving the street environment for walking and wheeling, while aiming to provide a safe environment for cycling. Particularly where there is no feasible alternative route for the primary cycle network, we will aim to provide segregation where possible or reduce the volume of motorised traffic. Subject to consent from the Scottish Government/ Transport Scotland, we will also explore the potential for sub-20mph speed limits. Where segregation and/or significant traffic reduction is not feasible we will aim to provide a high-quality cycle route on a parallel corridor for those who are wishing to travel through, rather than to the town centre itself (e.g. travelling from the suburbs to the city centre).

Secondary cycle network: Quiet Streets and traffic-free paths [orange lines]

Making cycling a real choice for the full range of journeys requires a comprehensive network of routes. Our proposed secondary network forms a dense web that will:

- a) Connect to local destinations, such as shops, schools and parks;
- b) Connect to the primary network;
- c) Provide quiet, pleasant (though often less direct), alternatives to the primary network.

As noted above these routes will build on our existing QuietRoutes network – making use of low traffic streets and off-road paths network. Though performing a secondary role for day-to-day cycling, some parts of the network, especially the off-road paths, will continue to play a very important role in the [National Cycle Network](#) and for leisure cycling.

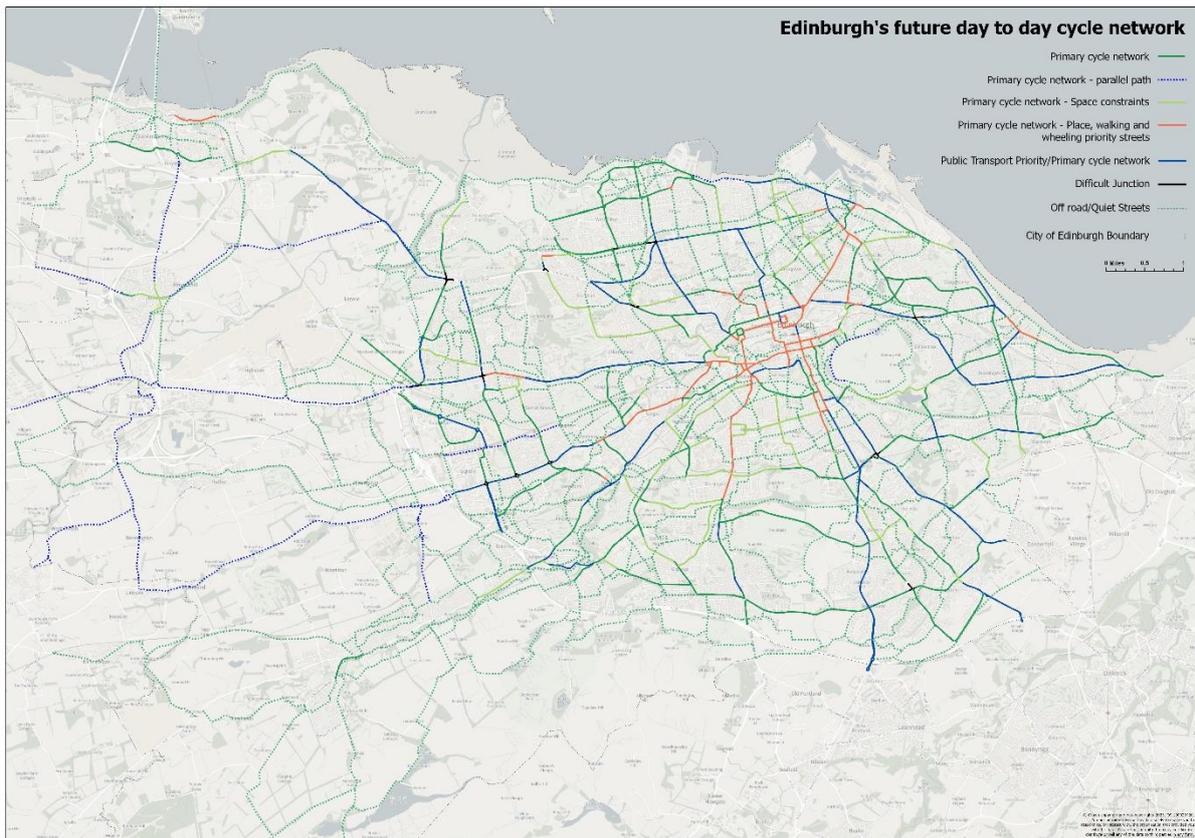


Figure 3 Map of Edinburgh's future day-to-day cycle network

Making junctions safe and providing safe crossing points for people cycling

Accident data shows that junctions are typically the most dangerous parts of the journey for people cycling. As we build new routes, we'll look to make the junctions involved safer. And as we grow the cycle network, we will make sure that routes link safely together, with dedicated cycle crossings provided where needed. We say more about our programme to improve major junctions in the city for people walking, wheeling and cycling in chapter 6.

Unfortunately, junctions are often also the most challenging places to separate people cycling from motorised traffic. This is because we are usually trying to provide easy and convenient crossings for pedestrians, keep buses or trams moving with minimum delay, and also avoid excessive congestion for other traffic. Through the work on the Circulation Plan, we have identified the junctions that are the most challenging where these types of trade-offs will be needed. These are labelled on the map (Figure 2) as 'difficult junctions'.

To deliver a joined-up cycle network, in these locations we will consider options such as:

- managing traffic movements at the junction, such as banning turns. This would allow the space used for turning lanes to be repurposed to provide segregation through the junction

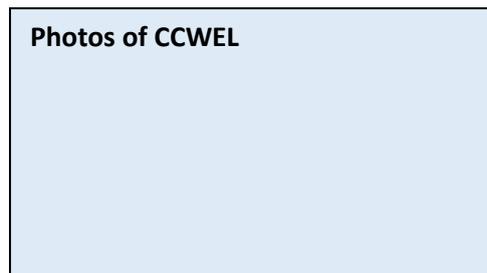
INSERT A 'BEFORE' AND 'AFTER' DIAGRAM TO ILLUSTRATE HOW THIS WOULD WORK

- reducing traffic levels and
- providing segregation up to the junction and an early release green light at the traffic signals for people cycling. This would give cyclists a head-start through the junction ahead of motor traffic

However, sometimes it won't be possible to keep people cycling separate from motorised traffic without unacceptable impacts on delays to public transport. In these circumstances, and as a last resort, we seek to provide an alternative safe cycle route whilst still taking measures to maximise safety for people cycling on the main road.

CASE STUDY: Extending the cycle network

The City Centre West to East Cycle Link and Street Improvements project aims to establish a step-



change in cycling provision by providing segregated cycling infrastructure connecting the city's existing off-road cycle network to and through the City Centre. The future network will build on and expand in line with this step-change.

The project introduces a bi-directional segregated cycleway along the A8, one of the main roads into

Edinburgh, from Roseburn to Haymarket, providing a connection to Edinburgh's comprehensive off-road path network at Roseburn, and the key public transport interchange at Haymarket Station. From Haymarket, the project route follows quiet roads and segregated cycleways to Charlotte Square via Melville Street. This provides a safe and direct alternative to Shandwick Place, helping to minimise conflict between people cycling and the tram network.

As of 2015, the introduction of the CCWEL project is forecast to produce an increase in the number of cycle journeys along the affected corridor by 88%, from 1,675 to 3,142, with projected benefits at the time worth in excess of £20m in terms of health and economic benefits.

The development of the CCWEL project has involved working in close partnership with affected communities and stakeholders, considerable consultation and engagement, leading to various improvements to the designs. The works include placemaking improvements at key locations in Roseburn, Haymarket and the West End, including wider footways, new pedestrian areas, street trees, wildflower planting, and places to sit and spend time, providing people with more reasons to visit some of Edinburgh's outside spaces.

Growing the Cycle network from now to 2030

Our proposals for Edinburgh's day-to-day cycle network are ambitious, there is a lot of work to do. The map below (Figure 3) illustrates the scale of work still to be done.

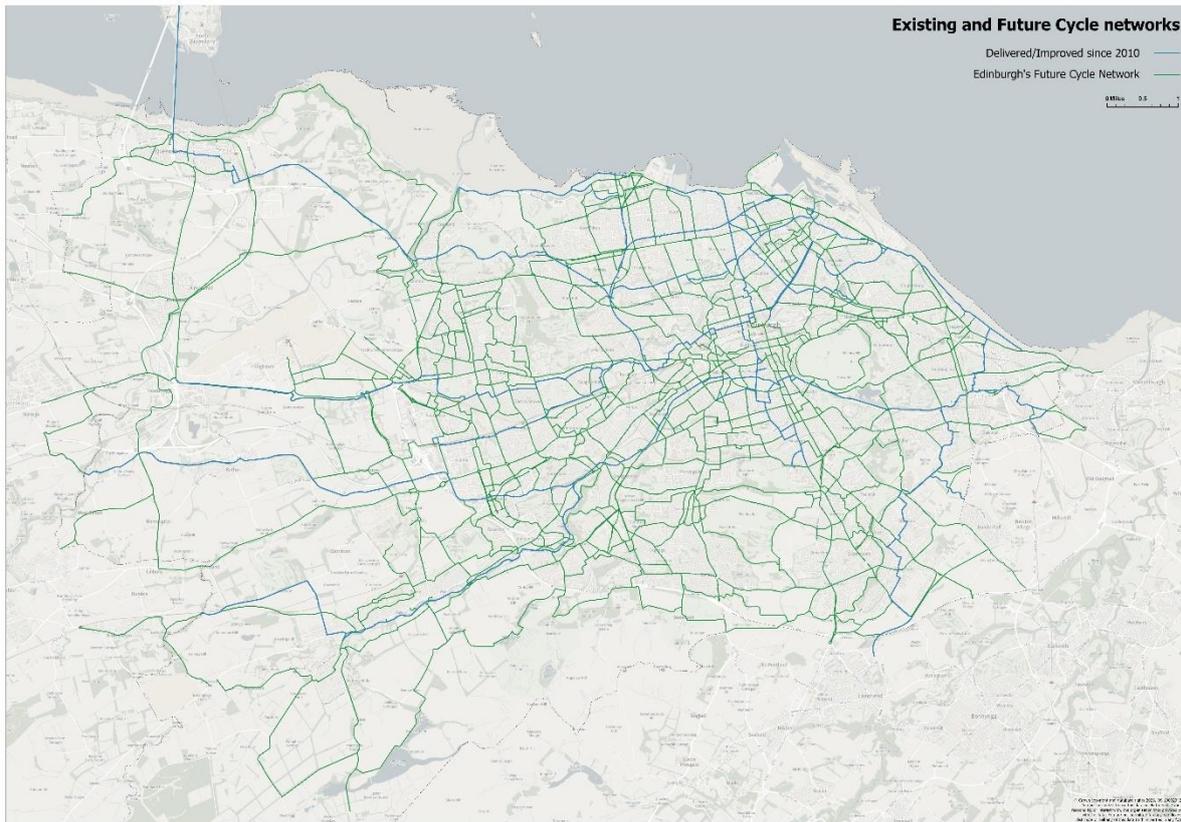


Figure 4: Edinburgh's existing and future cycle network

The availability of funding is critical to how much of the network we can deliver. We say more on the funding and the scale of investment required in chapter 11. Our aspiration though, is to have a core citywide network in place and functioning by 2030. Our approach to growing the network will be

- a) To deliver our current programme to 2026
- b) To put in place a citywide foundation of high-quality cycle routes on main roads by 2030
- c) To continue complimentary investment in routes using quiet streets and off-road paths

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some of the key connections proposed in the new plan. Work is already well underway on much of the ATInP with community input already sought and design work well progressed. Some key projects, for example the City Centre West-East Link (CCWEL) and the Roseburn to Union Canal connection, are under construction. The full list of schemes that we intend to deliver between now and 2026 can be found in Appendix 3 table 1, which includes further detail on each of the routes. The Map below (figure 4) shows the location of the projects.

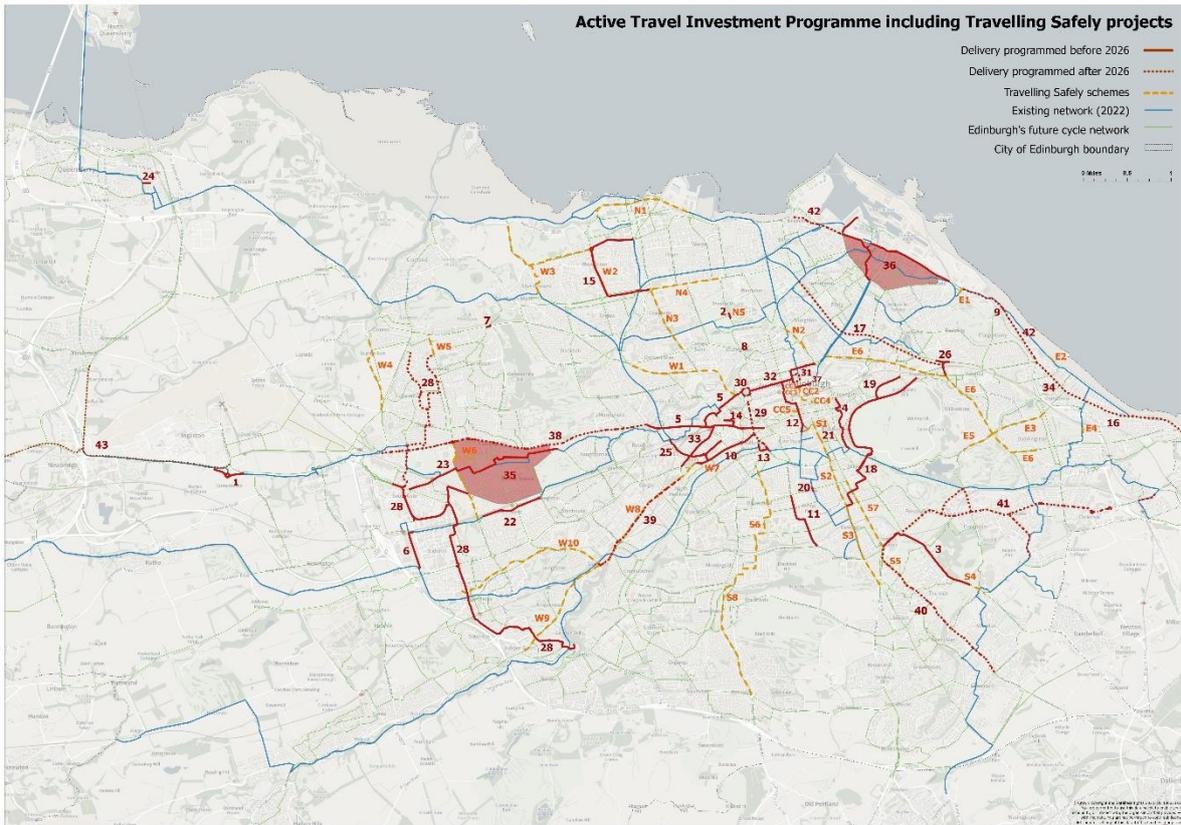


Figure 5: Current Investment Programme

Continuing investment in cycling priorities and plans

Bearing in mind the scale of expansion that we envisage, and the significant cost of the necessary investment, we need to carefully prioritise our investment in improved routes for cycling. We are doing this by considering projects against the aims for the network set out at the start of this chapter, whilst taking account of work that is already underway or committed, such as:

- Investment planned as part of City Centre Transformation,
- infrastructure currently being trialled through the Travelling Safely programme,
- work underway on major street renewals projects
- Routes needed to enable people moving into newly built homes and neighbourhoods in the city to travel sustainably. Finally, we want to make sure we keep working on projects to improve our existing cycle network.

With the above in mind, we are proposing the projects set out below as initial major priorities. They are also shown on the map in figure 4.

Table 1: Initial schemes identified to be delivered 2026-2030

| Project name | Project type | Notes |
|------------------|--|-------|
| Charlotte Square | Completion of missing link in CCWEL cycle route plus public realm work | |

| | | |
|---|---|---|
| St Andrew's Square | Completion of missing link in CCWEL cycle route and walking improvements | |
| Princes St East End | CCT integrated public realm, walking, cycling and bus priority project. This project will take account of the Princes St public realm vision. | Joint project with public transport |
| Upgrading Travelling Safely projects | Segregated cycling | Subject to current experimental process, making permanent and improving junction infrastructure. |
| A8 Roseburn to Gogar | Segregated cycling/ quiet connections | Integrated with bus priority |
| A70 Juniper Green to Dundee Street | Segregated cycling/ cycle and bus lanes | Integrated with bus priority and upgrading Travelling Safely projects |
| Gilmerton to Cameron Toll and City Centre | Segregated cycling | |
| Newcraighall to Cameron Toll via Craigmillar Town Centre | Segregated cycling, bus priority and town centre environment/ walking upgrade. | Joint project. Connecting to Gilmerton – City Centre route at Cameron Toll |
| Portobello to Musselburgh connection | Segregated cycling | Cross-Boundary project connecting to coastal path to Musselburgh and integrated into coat defence project |
| Newhaven to Portobello | Segregated cycling/ quiet connections | Integrated with major development at Seafield. Design work underway as part of LDPAP |
| West Edinburgh Transport Infrastructure Programme (WETIP) | Traffic-free path parallel to road/ segregation through new developments | |

Many other projects will be necessary to deliver a network of the standard and coverage that we envisage. We will continue work to appraise and prioritise the multiple connections that we need to create. We propose to include a more detailed prioritised programme in the final version of this plan.

'Travelling Safely' measures

The 22 miles of temporary segregated cycle lanes installed during the CoVID-19 pandemic to help people move around the city safely could form a valuable part of Edinburgh's future sustainable transport network. Subject to the outcome of the current trial of the measures, we will work to make them permanent. In doing so we will look to

- 1) replace the temporary infrastructure with suitable permanent measures, (including reviewing the measures to reduce barriers for people with disabilities)
- 2) improve facilities at junctions,
- 3) Integrate improvements with other projects

Growing the regional cycle network

We recognise that Edinburgh is a key destination from surrounding Local Authorities for both work and leisure. Reducing our car kms travelled in the city by 30% therefore means we also need good connections for people travelling from our neighbouring local authorities. Whilst those travelling from furthest away (such as from Fife or West Lothian) may be more likely to hop on a bus (although this too may change with the growth of e-bike usage over time), there are several routes that cross our boundary that the distance (3-5km) would be suitable for many to cycle, if the journey were to feel safe and pleasant enough.

Some of the key cross-boundary routes that we will look to work with our neighbouring Local Authorities to improve over the next decade are:

- Straiton junction, providing improved active travel connections between midlothian and Edinburgh
- Investigating opportunities in partnership with Midlothian Council and Transport Scotland to look at Lothianburn junction, in order to provide a connection from Edinburgh to the A702 and the Roslin campus
- Connecting Portobello to Musselburgh in East Lothian via a high-quality cycle route
- Improvements from Broxburn to West Edinburgh (see chapter 7 for more information on the West Edinburgh Travel Investment Programme)

- **Action J1:** Deliver currently committed Active Travel Investment Programme to 2026 (see Appendix 3 for details of all these schemes)
- **Action C1:** Deliver a core citywide network of routes to 'Active Travel Freeway' standard by 2030
- **Action C2:** Report progress towards the aim of every household being within 250-400m of the developing cycle network

Joining up journeys with our public transport network

We know that sometimes your cycle is only part of your journey. Cycling has particular potential when combined with rail travel.

As part of our vision for the long-term day-to-day cycle network we've made sure it provides a safe cycle connection to all the train stations in the city. The two largest train stations, Haymarket and Waverley will, respectively, be accessible through safe segregated cycle routes from the west of the city and through the construction of the Meadows to George St scheme within the next few years. Cycle parking at train stations is provided by Network Rail or Scotrail. Over the lifespan of the next plan, we will encourage and work with these two organisations to expand these facilities, including as part of the Waverley station masterplan.

Upgrading existing modal filters

Around the city, there are streets which are already closed to motor traffic, but still open to people walking, wheeling or cycling. These streets or short links often have bollards installed to prevent vehicles using them whilst allowing people to walk, wheel or cycle through (hence the name modal filter, as they only let certain modes of transport through). However,

INSERT PHOTO OF EXAMPLE FROM LEITH

in many of these locations, there is no dropped kerb between the end of the carriageway and the cut-through.

The lack of a dropped kerb makes these local links in the network more difficult for someone on a bike to use. As part of our commitment to make cycling a more direct and convenient option for local and medium length journeys, we will look to make sure all existing modal filters have dropped kerbs. Where necessary, we will also look to protect these links in the network with double yellow lines, so that the connection isn't blocked by a parked vehicle.

Re-naming and improving how we sign the Cycle Network

The name: The Edinburgh Cycle Network

Going forward, more and more of Edinburgh's cycle routes are going to include segregated cycle lanes placed on the city's main road network. To reflect the changing nature of the cycle network, we're also going to update how we refer to it. Instead of Edinburgh's 'QuietRoutes' network, the network will simply become the 'Edinburgh Cycle Network'. For consistency, we will keep and add to our current route numbering system.

Signing the network

As well as re-naming the network, we want to make it easier and clearer to follow our cycle routes. Based on best practice elsewhere, we will use road markings to make routes easier to see and follow.

PHOTO FROM LONDON

These road markings will enhance and support our current approach of using mounted blue signposts. In line with our Street Design Guidance, when mounting new signposts, we will use existing poles or street furniture where possible. This will avoid creating more street furniture that might obstruct people who are wheeling or walking.

As well as improving how we sign the network, we want to make sure our existing signs are doing their job correctly. Sometimes signs can take a knock due to extreme weather or vandalism, which means they don't point in the right direction. The best people to notice if something changes and isn't quite as it should be, are those who use the network every day. That's why going forward, we will work co-operatively with Spokes to identify where our signs need fixing. We will then work to deal with issues accordingly.

C3: Adopt new network name 'Edinburgh Cycle network' (keeping the existing route numbering).

C4: Adoption of road markings to provide directions on cycle network, as per London

C5: Set up a co-operative approach with Spokes to look after cycle network signage

Maintaining the cycle network

Once we've built the cycle network it's important that we maintain it, so that the network continues to function for years to come. In Chapter 6, we talk more about taking care of our traffic-free path network and keeping our paths and segregated cycle routes usable in all seasons.

As well as maintaining our traffic-free path network and segregated cycle lanes, making sure any painted lanes and lines to support cycling on the wider street network need to be refreshed

periodically. This includes the likes of advanced stop lines, which provide people cycling somewhere safe to wait at traffic lights. Going forward, we will undertake regular maintenance of this type of cycle infrastructure.

Action C6: Undertake regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (including white lines, surfacing and cycle symbols) and cycle signing

Public and residential cycle parking

Public cycle parking

Fear of having your bike stolen can prevent people buying or using a bike in the first place. One of the best ways to prevent bike theft is to have somewhere safe to lock your bike, whether you're going to the local shops, popping into town to see a film or a friend. Over the lifespan of the plan we will continue our roll out to-date of cycle parking racks. We will look to provide racks:

- In places we know lots of people travel to, like local town centres, the city centre, sports facilities, and major greenspaces
- Where people ask for them

In particular, we will look to:

- a. Coordinate installing new cycle parking racks with our new cycle routes. So, if you're cycling about town using the network, you can also feel confident there will be somewhere to safely lock your cycle up.
- b. Ensure some of the new racks are specifically for non-standard cycles. These might be used by people riding cargo bikes, trikes or other adapted bikes for example.
- c. Install new cycle parking in line with the Edinburgh Street Design guidance, which means increasingly taking carriageway rather than footway space to install new racks where possible

Sufficient public and secure residential cycle parking must also be part of new developments in the city. We talk more about ensuring new developments support people to travel actively in chapter 6.

Secure, covered on-street cycle parking for residents

Lack of a safe place to store a bike at home is a significant barrier to more people cycling in Edinburgh, particularly those who live in tenements and other flats. To overcome this, we will continue our installation programme of secure cycle hangars, which provide safe, covered spaces for our residents to store bikes close to home. Going forward, our programme will focus on providing safe storage in places where there is the greatest need, as well as demand. This means:

- focusing on neighbourhoods with high density housing, such as flats
- Cycling can also be part of the solution to transport poverty. This means we will also focus on providing cycle hangars for communities within areas that score highly on the Scottish Index of Multiple Deprivation.
- Continuing to respond to requests from members of the public. We will install hangars in streets where there is clear demand.

E-bike parking, with built-in charging facilities

More people are expected to start using e-bikes over the next decade. E-bikes make cycling up hills or going that bit further by bike quicker and easier. This makes them a good option to make cycling

accessible to a wider range of people. However, e-bikes have batteries that need to be charged. Most e-bike batteries are designed to be removable, meaning they can be taken inside and charged from the mains supply. However, if you're out and about and need to charge your e-bike battery, charging your e-bike battery from a building mains supply might not be possible. Many public buildings or places of study or employment may also not agree to batteries being charged from their mains supply for safety or insurance reasons. For this reason, we will explore the potential of e-bike charging infrastructure that is built in to cycle parking and can be used by any make or brand of e-bike.

We will look to pilot this infrastructure, focusing initial on key city destinations where people are likely to travel from across the city. If successful and there is sufficient demand, we will look to expand this type of cycle parking.

C7: Continue to roll out public cycle parking, including for non-standard bikes

C8: Explore potential of e-bike charging cycle parking at key destinations/pilot rollout and expand if is sufficient demand

C9: Continue rollout of secure cycle hangars, with an increased emphasis on delivery in more deprived areas

Cycle Hire

We know that cycling is sometimes just one part of a longer journey. You might not always want (or be able to) take your bike with you for the second part of the journey. Following the closure of the Edinburgh Cycle Hire Scheme in September 2021, we have been exploring what the future of a cycle hire scheme in Edinburgh might look like. At the time of writing, we're still in the process of working through the details of the future offer. However, over the lifespan of the ATAP, subject to funding, we will look to support and/or re-introduce cycle hire opportunities in Edinburgh. This may not look or work exactly like the previous scheme did. We will, however, strive to introduce a scheme that best balances the following objectives. Any future scheme will seek to:

- Be inclusive
- Integrate with our public transport system – where for example, cycle hire fares would be part of the future integrated ticket offer for public transport
- Be financially sustainable
- Be secure - accounting for the risk posed by vandalism

In the short-term, we will continue to review options for bicycle hire scheme delivery models and work with partners to support local initiatives that take forward some of the objectives of a cycle hire scheme.

Supporting cargo bikes for business use and last mile delivery

Electric cargo bikes play an increasingly important role in dense urban centres in Europe and are beginning to emerge across UK cities. They help to reduce vehicular dominance, harmful emissions and take up significantly less street space, compared with cars and vans, providing advantages for parking, loading/servicing and improving a sense of place.

E-cargo bikes help to significantly reduce negative impacts associated with individuals' use of private cars when considering private logistics (shopping/leisure transport). They also help to significantly

reduce impacts associated with businesses' use of commercial vehicles (especially LGVs and vans), including those used by couriers whose customers include individuals and businesses.

Last mile delivery strategies for Edinburgh must consider consolidation and micro-consolidation centres and look to increasingly use e-cargo bikes to support deliveries, particularly in the city centre. The Circulation Plan highlights streets where we know space is at a premium for both business loading operations and other street features that make it a nice place to spend time, like seating, greenery etc. E-cargo bikes and last mile delivery consolidation hubs are likely to form part of the solution for some of these constrained situations. Going forward, we will look to further develop and learn lessons from the 'Trams to Newhaven model' to assist with the future development of consolidation/micro-consolidation centres, incorporating e-cargo bikes wherever feasible.

In total, between 20 to 50% of all motorised trips associated with transport of goods could be shifted to e-cargo bike in Edinburgh

***Action C10:** Support/Deliver cycle hire opportunities for the city*

***Action C11:** Secure funding and support uptake and roll-out of cargo bikes for CEC business use and last-mile delivery by businesses within Edinburgh*

E-scooters: where they might fit in to Edinburgh's active travel networks in the future

E-scooters are currently not legal for use in Scotland. However, this may change in the future, depending on the outcome of the trials that the Department of Transport are currently holding in several English Local Authority areas.

If e-scooters are legalised for use in Scotland, we will consider how best to manage their use. Assuming that appropriate limits on speed are in place, we anticipate allowing use of cycling infrastructure and shared-use paths. Similarly, given that we would wish riders to park responsibly, probably using cycle racks, we will consider whether the racks need to be adapted.

Chapter 6: Joint Actions: A safer and better city for active travel

This chapter summarises actions that will benefit everyone travelling actively in Edinburgh, whether walking, wheeling or cycling. Appendix 1 gives more detail on each action.

Making our streets safer and more enjoyable places to be

City Centre Transformation

Edinburgh's city centre has large numbers of people moving about on foot. Furthermore, as well as being a key destination that people travel to on foot and by bike, many journeys that are likely to be cycled in Edinburgh involve going through the city centre.

Our City Centre Transformation Programme sets out the Council's vision for a people-focused city centre, that is much better for people to walk, wheel and cycle around. Over the next decade, we aim to deliver large parts of this vision. Design work is well advanced on our Meadows to George St project, with its widened footways and segregated cycling facilities; also on the transformative George Street 1st New Town project, covering George Street, Charlotte Square and St Andrew's square. This project will deliver a much-improved place for people to visit and to walk and cycle through, with wider pavements, places to sit and either segregated cycle lanes or largely traffic free streets.

We've also now started work on the Lothian Road Boulevard, which aims to dramatically improve this street as a destination, for walking, and for cycling whilst still functioning efficiently for public transport. The project will redesign three major junctions, with Princes St, with the West Approach Road and at Tollcross.

In the Old Town, we'll be working towards delivering a network of connected, high quality, largely car-free streets around the Royal Mile.

Together with improved public transport, these proposals will help our Old and New Towns of Edinburgh World Heritage Site adapt from being traffic dominated to a city centre focussed on people, which supports liveability and our local economy.

An updated City Centre Transformation Delivery Plan will provide more details of this work.

Improving our town and local centres

Town and local centres are often at the heart of densely occupied areas and provide many of the essential facilities and services that people need easy access to in their local 20-minute neighbourhood. However, they can be dominated by motorised traffic, which makes it difficult for people to move around by walking, wheeling or cycling. This combination of high levels of activity and often difficult conditions is why we propose that town and local centres will be a key focus for our investment in active travel, especially walking and wheeling, over the next decade. To make our town and local centres more liveable, greener and thriving places, we will aim to provide more and higher quality space for people to move around and enjoy on foot, wheeling and by bike. The EASI and ABC programmes discussed in chapter 4 will be at the core of our approach to town centres. Any designs on our town and local centres will be set in the context of the circulation plan work, which sets out balance on the use of space in these streets that are key to all functions of the city.

An important element of our work in town centres will be to make the most of opportunities where major work to renew carriageways and/or pavements is already planned. The first two town centres where we propose to take this approach are Dalry and Portobello. Rather than simply replacing the current street layout, these schemes will seek to enhance the centres, aiming to provide integrated public realm, walking, cycling and bus priority. We plan to deliver these improvements by 2026.

W13: Undertake public realm and placemaking improvements in all of our town and key local centres

W14: Widen footways at key pinch points in highest footfall areas

Placemaking and public realm improvements

One of the joys of walking, wheeling or cycling is being able to connect with what's around us. We're also more likely to travel actively if we find the environment interesting. So, as well as making our streets easy places to walk, wheel and cycle through, we want them to be interesting and enjoyable places.

With this in mind, we will endeavour to use any street space not just functionally, but to make our streets nicer, better places. This might mean adding seating where there's a view to be enjoyed or introducing greenery or public artwork. Where suitable, we'll look to use this space to support our commitments within Edinburgh's Biodiversity Action Plan and our Water Vision. This means that,

INSET PHOTO OF STREET TREE IN
TIGHTENED UP SIDE STREET
JUNCTION LAYOUT

where Edinburgh's Blue-Green Network has identified the need to manage our flood risk in a neighbourhood, we will aim to Sustainable Urban Drainage (SUDS) features, where appropriate and maintainable. These features are likely to be trees that have special space for water storage around their roots underground.

Lower speed limits

When vehicles travel faster, crashes are more likely to result in more serious injuries or in death. Furthermore, fear of the danger from motor traffic is a major deterrent for people choosing to travel actively, especially to cycle⁸ So an important way to reduce risk, and to help people feel more confident to walk, wheel or cycle, is through lower speed limits.

Extending the number of 20mph streets

The introduction of 20mph speed limits in Edinburgh has resulted in a 30% reduction in casualties in the city. Following this success, we are proposing to extend the network of 20mph streets. Further streets that might benefit from a 20mph speed limit have been identified based on a set of criteria approved by the Transport and Environment Committee in [April 2021](#).

Amongst the criteria used for assessing a street's suitability for a 20mph limit, are whether streets have higher density housing such as flats or terraced properties, if there are groups of shops and whether there are likely to be higher numbers of people walking or cycling (for example near a hospital or university campus). The streets to be added to the 20mph network will be decided following public and stakeholder consultation and input.

⁸ Edinburgh Bike Life 2019

40mph+ speed limit reductions

The Council are currently in the process of reducing the speed limit on 40mph roads fronted by houses to 30mph. In addition, we're currently (early 2023) [consulting on reducing speed limits](#) on roads outside Edinburgh's main built-up area that have speed limits of 40mph and over. Most of the roads affected are in rural west Edinburgh.

Exploring sub-20mph speed limits

Due to the way Edinburgh has developed over time many streets where there are lots of people walking and wheeling (e.g. shopping streets/ high streets) also tend to play a major role in the movement of general motorised traffic. In most cases, this is very difficult to change. This poses a major challenge to improving the street environment and in making it safe for all users.

In order to deliver safer and more pleasant conditions for everyone some European countries have adopted speed limits lower than 20 mph (e.g., 20kph) in certain streets. It is considered that such an approach could have a role in Edinburgh, Sub 20mph limits would require amendments to national regulations and signage. With this in mind, we propose to explore the potential for pilots with the Scottish Government.

Action J2 *Taking account of consultation feedback, extend the network of streets with a 20mph speed limit*

Action J3 *Taking account of consultation feedback reduce speed limits on roads outside Edinburgh's main built-up area that have speed limits of 40mph and over.*

Action J4 *Explore implementing sub-20mph speed limits in appropriate locations*

Providing safe routes to Schools for our young people

There are over 65,000 school age children in Edinburgh who need to make their way to and from school 5 days of the week, 38 weeks of the year. It's important that children can make these daily trips safely.

Walking, wheeling or cycling to school gives children the opportunity to interact with friends on the journey. These journeys can support the positive development of children's mental and physical health. Active school journeys therefore not only help reduce congestion (and associated air pollution) at the school gate, they also help children develop into healthy, more independent and active young people. To encourage and enable more young people to walk, wheel or cycle to school we will change our streets to make it safer and easier for children to travel to school safely in an active way.

Undertaking School travel plan reviews

By 2024, all school travel plans within The City of Edinburgh Council boundary are due to have been reviewed. Based on the barriers that parents, children and staff tell us they face on their journey to school, we will implement changes on a school-by-school basis. This is likely to include introducing School Street Zones, which help to keep motor vehicle traffic away from outside of the school gate at pick-up and drop-off times.

Action J5: *Programme of street changes to deliver on actions identified by school travel plan reviews, including expanding on the number of schools with 'school streets' at beginning and end of the school day*

Re-designing our major junctions to work better for people walking, wheeling and cycling

In Edinburgh, as elsewhere in the UK, for many years major road junctions were mainly designed to maximise vehicle flows. This can make them intimidating and unpleasant for people on foot, wheeling or cycling. Pedestrian crossings can involve several stages and long waits, sometimes on small, intimidating islands. And for people cycling, mixing with motor vehicles in large, multi-lane layouts provides a hostile environment. These issues can make the junctions concerned a major barrier to active travel, disconnecting local communities from one another, as well as from local services.

We are reviewing the 40 most challenging junctions in Edinburgh. These have been identified by a process that has included input from stakeholders. The review is developing a priority shortlist for re-design to make walking, wheeling and cycling through them safer and easier. In the next few years, where possible, we will deliver 'quick win' improvements to the 40 junctions, whilst working on longer-term, major changes to these locations. How many junctions we can deliver major change at will depend on the level of funding available.

Action J6: Implement the Major Junction Programme:

- *Implementing quick wins*
- *Longer-term, re-designing major junctions in the city to improve the experience for people wheeling, wheeling and cycling*

Creating pleasant, people-focused Liveable neighbourhoods

As well as developing new connections *between* neighbourhoods for people of foot, wheeling or cycling, we want to reduce the amount of rat-running *through* our neighbourhoods. Our neighbourhood streets should be places that everyone feels safe to walk, wheel, cycle and spend time in.

As we move this plan forward, we will undertake a citywide assessment, looking at which of our neighbourhoods and streets are most vulnerable to 'rat-running'. We will look at where changing our neighbourhood streets could effectively reduce traffic dominance (whilst still allowing access by car for local people).

We'll be looking at where, for example, these changes could really support children to travel to school actively. Or, in some cases, where changes could help people to access their local facilities like shops more readily by walking, wheeling or cycling, whilst also supporting more sustainable journeys through the neighbourhood.

Where we make changes to the street layout, we'll look to make the streets a more pleasant place to spend time in. As mentioned in the walking and wheeling chapter, this might mean for example introducing extra greenery to support our pledge to become a One Million Tree city, or creating pocket play spaces for local children. Working closely with local communities, we will look to take forward a programme of Liveable neighbourhoods between now and 2030.

To start our Liveable neighbourhood programme off, we're trialling changes in two neighbourhoods: Corstorphine and Leith. These schemes have been designed with lots of input from the communities

and the trials will give us an opportunity to learn how these schemes are working and alter them based on what we learn. If they're successful, we'll look to keep the changes to the streets in these neighbourhoods.

Action J7: Take forward a programme of Liveable Neighbourhoods, prioritised using a citywide analysis

Case Study:



Leith Connections will create a safer and more attractive street environment for residents and visitors walking, wheeling, cycling and spending time in the local streets and outdoor spaces of Leith. Alongside the creation of segregated cycle tracks the project will also introduce a low traffic neighbourhood (LTN) by removing through traffic in an area of Leith which has a significant history of issues with traffic volume, speed and associated noise. Improving conditions for walking, wheeling and cycling in the area will improve accessibility to tram stops and bus stops in the area and support more people to choose to travel by public transport. LTN's feature in Edinburgh's City Mobility Plan as a key element, to "reduce car dependency, promote active travel, and increase the quality of public space".

Measures such as motor vehicle prohibitions (including turning a bridge into a walk, wheeling and cycling only space), an additional bus gate and re-allocation of carriageway space at junctions will be introduced to reduce the levels of intrusive through traffic whilst ensuring that all homes and business can still be reached by motor vehicle.



Complementary measures include the removal of pavement clutter, installation of dropped kerbs and tactiles and new informal and signalised crossing points for pedestrians. Sustainable drainage features such as raingardens as well as new permanent and trial landscaping areas. These new landscaped areas will include planting, seating, cycle parking and also community led artwork.

Improving the connectivity of our neighbourhoods

Creating new connections for walking, wheeling and cycling between neighbourhoods

In some of our neighbourhoods, a lack of connections for walking, wheeling and cycling means that many local journeys are far longer than they need to be. This is sometimes due to a street layout that involves lots of 'cul-de-sac's. In other places it can be due to redevelopment of land that formerly had a different use, for example industry, and previously had no need to be connected into local street layouts.

Over the lifetime of this plan we want to start to address this issue. Initially, we will look at the most extreme cases, involving the greatest inconvenience to the largest numbers of people. Examples might include much longer-than-necessary walks to a local school, shops or health centre. We will then seek to create new connections to reduce this inconvenience. We will create these new connections, which are likely to require the purchase of land, in close consultation with relevant local communities.

Action J8: Programme of land purchases to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that do not currently connect

Improving existing traffic-free connections within and between neighbourhoods

Widening and lighting our day-to-day path network

Lighting

Improving how well-lit our path network is one way we can make our paths safer for everyone to use at different times of day. Where possible, we will look to improve lighting across our path network. In some locations, it may not be possible to install additional or brighter street light columns due to impact the light would have on the local biodiversity. For example, this is the case where bats are present. We will look to balance these differing needs and make use of environmentally sensitive options, such as low-level solar studs, where required. In general, we won't light paths with a purely recreational function.

PICTURE OF STUDS USED ON THE CANAL AS EG.

Path widening

The City Mobility Plan seeks to reduce conflict across our network between people walking, wheeling and cycling. One place that conflict can occur is on our off-road, traffic-free path network. On our most heavily used paths, or ones where we expect usage to grow significantly, we will look to widen the path and at the same time will consider separating cyclists from pedestrians. In prioritising paths for widening, we will take account of whether we propose to deliver a parallel segregated on-road cycle route, giving more priority to paths with no parallel proposals.

Any path widening of our traffic-free routes will also need to be balanced with maintaining and enhancing the greenspace that often runs alongside these off-road paths, in line with the Council's

Biodiversity Action Plan. Any path widening must minimise any impact on protected sites for nature and priority habitats. We know these routes are so popular partially because they give people the opportunity to connect with nature and greenspace. Where possible, we will therefore look to enhance the biodiversity of our off-road path network. In particular, we will look to focus on areas identified within the Edinburgh Biodiversity Action Plan and Nature Network as opportunities. As we deal with the twin crises of climate change and biodiversity loss, we must ensure that we make the most of our green corridors to support biodiversity and habitat growth in the city, whilst also acting as a corridor for people to walk, wheel, run and cycle along.

Improve the connections between neighbourhoods and the path network

We want our path network to be accessible to everyone whether they're walking, wheeling or cycling. However, much of our off-road path network runs along former railway lines, which were built up on embankments with steep, sloping sides or in cuttings with similarly steep sides. There are parts of the path network where the diversion to reach a ramped access instead of steps is very long (over 500m). This is the case for example on the North Edinburgh path network between Ravelston and Craighleith. We will look to improve access to the path network by replacing steps where possible with accessible ramps. Many of these sites will be protected for nature or contain priority habitats. New access routes will be designed to avoid or minimise impact on biodiversity and important areas for carbon sequestration.

Building Bridges

In some parts of the city, topography, railway lines or waterways form a major barrier, preventing people easily getting where they want to go by walking, wheeling or cycling. In these locations, a new bridge or similar structure can transform active travel opportunities.

In considering the future active travel network for Edinburgh, there are several locations where a significant new bridge could make a big difference to active travel connections, as follows:

1. **Roseburn Bridge.** Connecting from the North Edinburgh Path Network over the tram and main Edinburgh-Glasgow railway line to the new Roseburn to Union Canal route. This bridge would provide an accessible connection between the two routes, avoiding the need to descend and then reascend about 8m (30feet) via long ramps. Furthermore, the ramp connecting to the southern end of the Roseburn path currently has a challenging gradient for those wheeling or using adapted cycles.
2. **Gyle Bridge:** Connecting communities across the railway line as part of West Edinburgh Link – the Fife railway line forms a barrier between local communities in west Edinburgh, with a lengthy diversion to get across the railway for people walking, wheeling and cycling
3. **Brunstane bridge:** The existing bridge at Brunstane Station over the Border railway line is part of National Cycle Route 1 and is a key connection for communities wishing to cycle from Brunstane and Joppa towards the city centre. However, the bridge is currently stepped and is inaccessible for anyone wheeling or using adapted bikes, whilst those cycling must dismount
4. **Waverley Valley bridge**– City Centre Transformation agreed the principle of a new bridge for people to walk, wheel and cycle across the Waverley Valley to the east of Waverley Station, further connecting the Old and New Towns between Jeffrey Street and Calton Road. Routing options were explored as part of the emerging Waverley Station Masterplan, which embeds a link at the lower level between East Market Street and Calton Road. This bridge would need to be delivered in conjunction with major redevelopment work at Waverley Station.

There are two locations on our leisure and greenspace routes where bridges or similar structures have been identified as necessary to making routes accessible to all. In these instances, the proposed structure is not to cross the waterway, but to provide an accessible alternative to steps or a narrow, cobbled historic structure.

- a) **Alternative to Salveson Steps:** The route along the river Almond is currently inaccessible due the 'Salveson Steps' which negotiate a steep outcrop in the river valley. The community have worked closely with the Parks and Greenspaces team to identify an accessible alternative to allow everyone to access the beautiful greenspace along the river Almond
- b) **Slateford Aqueduct** – the Union Canal is a very popular place for people to walk and cycle, both on day-to-day trips and for leisure. However, the path across the historic Slateford aqueduct is very narrow and cobbled. Those cycling must dismount, and it is too narrow for many wheelchairs. Studies have proposed various possible solutions including a parallel walking and cycling deck attached to the current aqueduct, or a completely new structure that would allow everyone to use this popular route comfortably and safely

Bridges are very expensive to build. We therefore do not expect to be able to deliver all these bridges over the lifespan of the Action Plan. However, we will look to move designs forward and secure funding where possible, taking into account where the need is greatest, and which bridge(s) align best with the proposed development of the wider network in the plan and with funding opportunities.

Action J9 Upgrade historic modal filters in the city, ensuring they are designed appropriately to allow cyclists and pedestrians through:

- a. Have appropriate dropped kerbs
- b. Are protected by double yellow lines where necessary

Action J10 Off-road path network upgrades including:

- a. Path widening at pinch/high demand points
- b. Access improvement upgrades
- c. Path lighting

whilst minimising loss of existing biodiversity features and incorporating biodiversity enhancement where possible, particularly targeting opportunity areas identified within the Biodiversity Action Plan and Nature Network

Action J11: Subject to funding opportunities and network connectivity/accessibility priority progress design and construction of active-travel bridges.

Walking, wheeling and cycling as part of longer, multi-modal journeys

Mobility Hubs

A mobility hub is a new type of transport facility being considered for Edinburgh which brings together public and shared transport modes (e.g. City Car Club, bike hire) alongside associated facilities, services and information to encourage more sustainable travel. Future hubs are expected to be easily accessible to the local community by walking, wheeling and cycling, providing convenient facilities to support onward travel, as well as enhanced public realm.

Potential locations for mobility hubs in Edinburgh have already been identified in City Plan 2030. Some hubs are already being designed as part of new, private sector-led housing development

projects. Other locations where there is potential to deliver a hub by 2025 are progressing as part of a coordinated pilot approach. We are currently looking at the feasibility of delivering pilot projects in the following locations:

- a) Granton
- b) Wester Hailes
- c) Portobello

These feasibility studies will identify the most appropriate hub location that ties in with key active travel routes, as well as investigating operational and maintenance approaches to ensure the long-term viability of the mobility hub.

Action J12: *Mobility Hubs – plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area, ensuring active travel elements are maximised*

Maintaining our walking, wheeling and cycle routes

Traffic-free paths and segregated cycle lanes should be usable all year round. For this to be the case, the paths and routes need to be cleared of wet leaves in the autumn, gritted in winter and overgrowing vegetation timed back in the spring and summer. To make travelling actively an easy choice throughout the year, we will have a regular, prioritised maintenance programme for our path networks and segregated cycle routes, as well as for key locations and features on quiet road routes (for example modal filters and signs).

Action J13: *Undertake regular prioritised and programmed maintenance of signed and segregated cycle routes, features and the off-road path network, incorporating:*

Sweeping and gritting of routes

Maintenance of surfaces and signage

Cutting back of vegetation

Using our renewals programme to support walking, wheeling and cycling

As mentioned in chapters 2, we already spend a significant proportion of our investment budget on carriageway and footway renewals to make improvements that support active travel. Going forward, we want to maximise the impact of our investment and coordinate opportunities where carriageway renewal can be combined with active travel improvements, as mentioned in chapters 5. The Dalry and Portobello schemes mentioned at the start of this chapter are further examples of this. We want to continue to prioritise our renewals investment so that it supports the Council's commitments to sustainable transport.

Action J14: *Review prioritisation of renewals programme considering walking, wheeling, cycling, public transport and other factors*

Minor improvements programme

Sometimes, even small changes can make a big difference to how easy or safe it is to walk, wheel or cycle. The rolling minor improvements programme aims to improve walking, wheeling and cycling throughout the city by making such small improvements. Most of these improvements are based on issues that residents have directly identified as a barrier to their local journey. The programme addresses issues and/or locations that won't be tackled by other schemes. These small improvements can include removing barriers such as chicanes which are too narrow for a wheelchair or an adapted cycle to pass through. Or the change might be painting small sections of markings/lines to make cycle routes or accesses to the off-road path network clearer. Other improvements include installing dropped kerbs and installing signage to help people find their way to local destinations.

Action J15: Continue delivering the rolling minor improvements programme

Photos showing path before and after chicane barriers were removed



Chapter 7: Planning & designing streets for Active Travel

Making walking, wheeling and cycling a natural choice for journeys in Edinburgh requires us to design our streets to encourage this choice. This means changing the design of existing streets when we maintain them or undertake new projects. It also means that, as Edinburgh grows, with new streets and neighbourhoods being built, it's essential that we design these new streets to put people, place and travelling sustainably first. If we're serious about reducing the distance driven in Edinburgh by 2030 (as is set out in the CMP), any new neighbourhoods must also be well connected by walking, wheeling and cycling routes to nearby communities and the wider city.

Edinburgh Street Design Guidance

How we plan our streets, and who we design them for, has a huge impact on the choices people make about how they travel. We therefore need to design and manage our streets so that we make them:

- Places that are safe and easy to walk, wheel and cycle
- Pleasant places to spend time in and pass through on foot, wheeling or by bike

Our streets also play many different roles that are important to keeping our city functioning day-to-day. These vary from keeping our public transport network running effectively, making sure businesses can load and unload goods into their premises, to making sure our waste services can collect everyone's rubbish. Streets are also key to adapting our city to our changing climate. They need to be able to absorb and hold more rainfall without flooding, as well as provide shade during future heatwaves. How well our streets deliver for each of these different purposes depends on how we design them. This applies to streets that we're creating in new neighbourhoods as the city grows, as well as how we re-design and manage those that already exist.

To help ensure we're creating high-quality streets across the city that reflect the roles and objectives described above, the Council adopted the Edinburgh Street Design Guidance (ESDG) in 2015. Since then, we've been producing a series of detailed ESDG 'factsheets'. These factsheets provide anyone working on or designing streets in Edinburgh technical guidance on how to create people-focused streets. The factsheets build on and, in some instances, go beyond national guidance such as 'Designing for Streets' and 'Cycling by Design' to provide holistic and Edinburgh-specific street design details.

The Edinburgh Sustainable Urban Drainage Systems (SUDS) factsheets sit alongside the ESDG factsheets and should be used in tandem with them.

So far we have produced 32 factsheets covering topics ranging from segregated cycle tracks, to crossings, to the use of 'anti-skid' surfacing. However, more are needed to complete the suite. For example, junction design to support walking, wheeling, cycling and public transport. Factsheets will also evolve over time to take on board best practice and lessons learnt from their application. We will review the ESDG and factsheets annually.

For our guidance to be effective, everyone responsible for designing or redesigning streets in Edinburgh needs to be familiar with it. To achieve this, we will deliver training on our guidance. This will be with key Council staff and external parties, such as developers.

Action J16: *Complete the remaining Edinburgh Street Design Guidance factsheets*

Action J17: *Annually review & update of ESDG to align with emerging best practice/reflect lessons learned from use*

Action J18: *Provide training on ESDG for internal 'Place' staff & key external parties, such as developers*

Connecting new neighbourhoods through Active Travel

Edinburgh's Local Development Plan (LDP 2016) and the proposed City Plan 2030 that will replace it once adopted (expected 2023/24) indicate how and where the city can develop and grow over the next ten years. New community infrastructure is often needed to accompany development: this includes active travel infrastructure to help people make sustainable travel choices.

The required infrastructure investments to deliver City Plan, and to meet its aim of a 'city where you don't need a car to move around', are set out as 'actions' in the accompanying LDP and City Plan Action Programmes. The active travel actions range from crossings and connections for walking, wheeling and cycling to local services, to strategic infrastructure, for example lengths of segregated cycle route. The strategic infrastructure will help to connect new neighbourhoods to town centres, or to the city centre via the city-wide cycling network. The cycle network shown in Chapter 5 has been designed to ensure that cycle links connect new neighbourhoods into the wider cycle network.

Many of the active travel links associated with development proposals will be delivered as an integral part of the neighbourhood street layout when new homes and businesses are built. Some additional improvements will be on public roads or on land in different ownership. In some cases, developers will be expected to deliver these links, with planning conditions or a legal agreement used where required. In other cases, developers will be required to contribute towards the cost of delivery. The LDP links that the Council are currently progressing are shown on the map below. More details on these links can be found in table 3 in Appendix 3. For a full list of all the proposed active travel links that are required to support development in the LDP (2016), see the LDP Action Programme⁹. For the full list of proposed active travel links in the new City Plan, see the proposed CPAP. The map below shows how the new cycle network aligns with all the proposed City Plan links. For mapping of all City Plan and LDP active travel links, see the [council atlas](#).

⁹ The current Local Development Plan Action Programme (LDPAP) is currently being refreshed and therefore these actions and the map will be updated in due course.

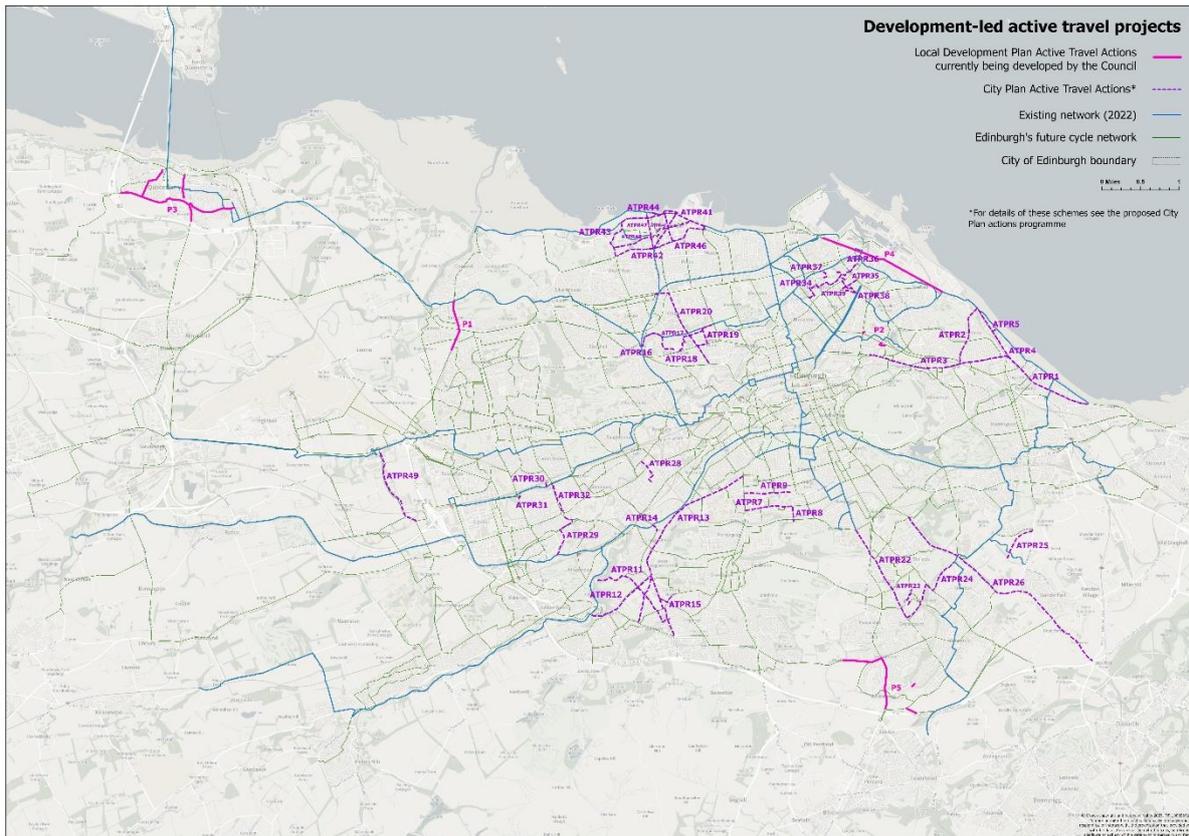


Figure 6: Map showing City Plan Active Travel connections to the existing and proposed day to day cycle network

In west Edinburgh, the city will expand quite significantly over the next decade. To support development in this area, the Council is investing in major transport infrastructure. This is the West Edinburgh Transport Improvement Programme (WETIP). The WETIP transport links will also provide important connections between Edinburgh’s neighbouring communities and the city. As part of this wider package of transport improvements, a high-quality walking and cycling link will be provided from Broxburn, connecting eastwards along the A8. High quality cycling infrastructure will then be built as part of new neighbourhood(s) to the south and east of the airport. This infrastructure will connect to the A8 route and enable residents of the new neighbourhoods to safely travel east into neighbouring parts of Edinburgh. To make the A8 safer for people walking and wheeling, and ensure public transport stops are easily accessible, there will also be new pedestrian crossings of the A8. Importantly, these will be at street-level, rather than using bridges or underpasses. This means the crossings will be easily accessible to everyone.

As Edinburgh grows, we need to build these important active travel connections. Edinburgh is expected to grow a lot over the next decade, so this is a large programme of work. As much as possible, we will try to develop the links to the network so that they are in place and ready for people to use as they move into their new homes. Once City Plan is formally adopted, a delivery programme of works will be developed. This will align work with when we expect homes to be built and people to move into new homes. The delivery programme will also set out what we expect developers to financially contribute for each identified link. For infrastructure with significant benefits beyond those of serving the new development, the Council will invest too. More details on the cost of and funding of our Active Travel Action Plan can be found in chapter 11.

Masterplans

We expect all new development proposals to embed / apply the ESDG and factsheets. Likewise, any development frameworks or masterplans prepared to inform development proposals must ensure the principles in the ESDG are embedded from the outset.

Action J19: *Seek to secure funding for and deliver active travel interventions set out in the Local Development Plan Action Programme*

Action J20: *Seek to secure funding for and deliver active travel interventions from City Plan Action Programme*

Chapter 8: Accessing our green spaces and going for leisure cycles

Walking, wheeling and cycling are wonderful ways for people to get outdoors for exercise and to explore our beautiful city in their leisure time. If we make improvements to our streets for walking and wheeling and cycling, then they'll also be nicer places for people to spend time in and use for leisure trips too. In Edinburgh, 40% of the trips that people walk now are purely for enjoyment or fitness, whilst nearly a quarter of cycle rides are for leisure. People often have a choice to take a local walk or cycle, or alternatively drive to somewhere where they then take exercise. So providing good opportunities for local recreational walking and cycling has a part to play in efforts to reduce traffic.

This chapter focuses specifically on how to ensure that, in a growing and densifying city, everyone has good access to Edinburgh's beautiful parks, paths and other green and open spaces.

We have included this focus in the plan for two reasons:

- The pandemic highlighted just how important daily exercise and access to green and open space is for our mental health and wellbeing
- As these trips are for leisure, feeling like you've escaped from the city is often part of what's enjoyable about the trip. These journeys are also most likely to be made during the day. Additionally, we want to protect our greenspaces as biodiversity rich spaces, which means limiting light pollution. We are therefore proposing more light touch improvements for purely recreational routes. This means sometimes we will be aiming to improve these routes to a different standard compared to our paths and routes that are helping people to get around for day-to-day journeys, with less emphasis on lighting, high quality surfaces and width.

Walking and wheeling to Edinburgh's parks, green spaces and waterfront

Edinburgh's Open Space Strategy (the OSS) will be refreshed soon. The OSS will look at where we need to make it easier for people to get to our parks, woodlands and traffic-free path network, as well as to Edinburgh's coast and beaches. Changes that are needed in streets close to, or next to, greenspaces will become part of the ATAP's delivery programme. This means they will be prioritised in relation to and delivered alongside other projects in this action plan. An example of a change we might make would be installing a new pedestrian crossing. The crossing would help people get across a busy street to the entrance of the park. Improvements that are needed wholly within the city's greenspaces, such as parks, will be delivered as part of Edinburgh's Thriving Greenspaces Programme.

Examples of the types of schemes this ATAP workstream will involve are:

- New crossings within or between areas of greenspace, for example:
 - between Wester and Easter Craiglockhart hills or
 - at the roundabouts within Holyrood Park (subject to agreement with HES)
- Creating new ramps along the North Edinburgh Path Network, so that those wheeling (and cycling) can easily join and leave this greenspace corridor
- New bridges, such as across the Water of Leith
- Access, placemaking and signage improvements along the Water of Leith, as identified in the [Water of Leith Management Plan 2020-2030](#) (Many of the actions in the Water of Leith management plan will also benefit people cycling).

Cycling

We are proposing the following cycle network in Edinburgh for people to enjoy for leisure rides. This network is designed to take people to or through Edinburgh's parks, greenspaces, coast and hills. In general, we are not planning to make changes to much of this network. Instead, we will look to sign and promote routes that make up the network.

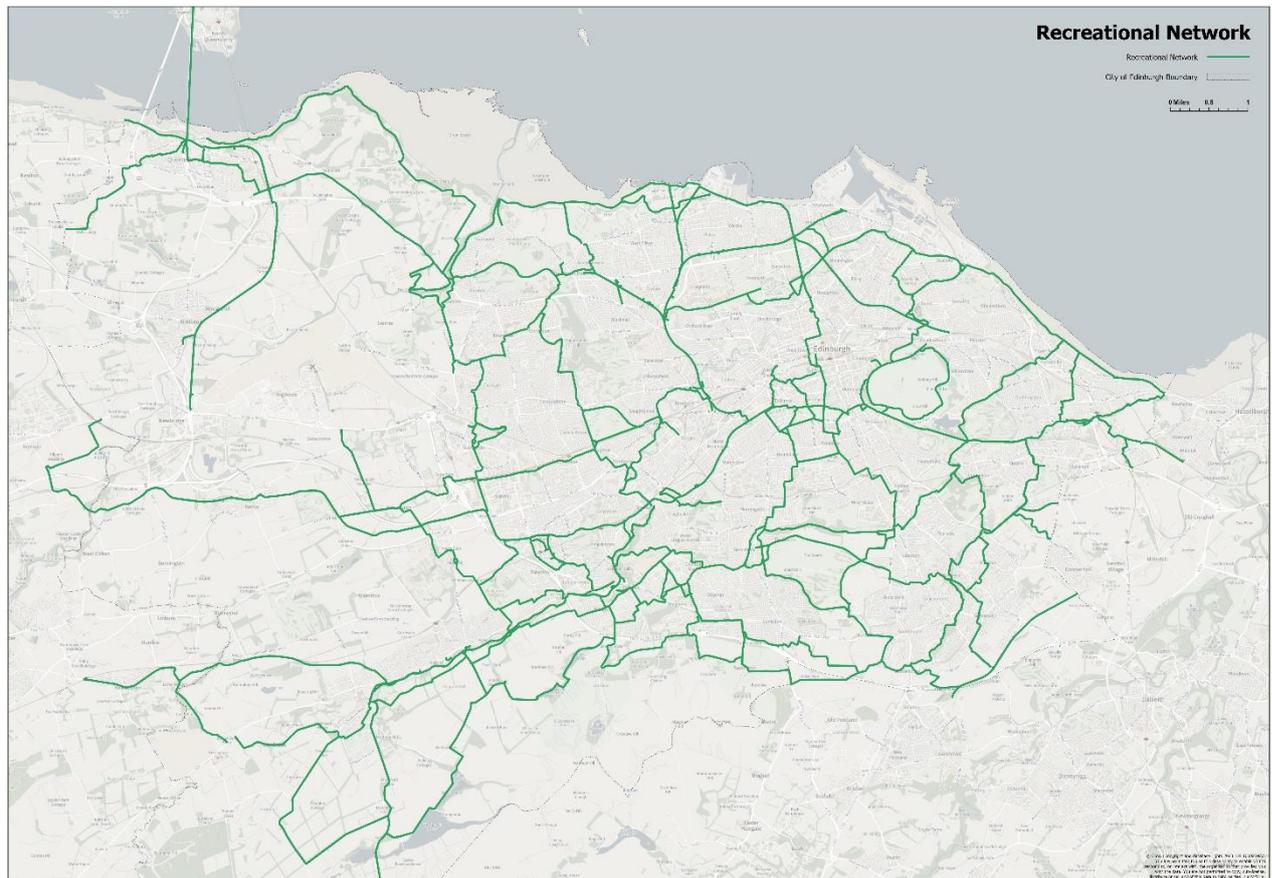


Figure 7: Edinburgh's proposed recreational cycle network

Where these routes overlap with the day-to-day network, we will design the route to meet the standards set out in chapter 5.

Where the routes are for leisure purposes only, we will focus on improving access to the network, and on providing safe crossings where the network crosses a busy road. This is so more people can access the network closer to their homes and so the network provides as much separation from busy traffic as possible. In a small number of locations, we will look to make limited upgrades to the surface or drainage, mainly to ensure a path is useable after wet weather.

This means parts of leisure routes may:

- be unlit
- have unbound surfaces
- be narrower than the minimum width set out in the ESDG for day-to-day cycle routes (We may widen paths in some locations. However, this should not come at the cost of losing key habitats and important opportunities to boost biodiversity. We say more about this in chapter 6)

This is to make sure we maintain the rural character of Edinburgh's green and blue spaces and keep them as havens for wildlife.

The day-to-day cycle network will provide routes that are safe for everyone to use at all times of day (for example, Slateford road instead of the canal, and Lanark Road instead of the Water of Leith).

Action W15: *Deliver programme of crossing, pavement and path upgrade improvements, as identified in the Open Space Strategy (OSS) and the Water of Leith Management Plan, to improve access to Edinburgh's green and blue spaces*

Action C12: *Deliver new/expand network of existing leisure cycle routes, through installing route signage and new access points*

A note on funding this work

Where actions ensure new homes have good quality access to green and open space, there may be some developer funding available. However, at present actions in this chapter that purely serve recreational movements are not eligible for Scottish Government funding through the Places for Everyone programme. The programme of work covered by this chapter is therefore likely to be significantly smaller than other programmes in this plan.

Chapter 9: Supporting and encouraging people to walk, cycle and wheel

Why do we need behaviour change measures?

Most of the ATAP deals with changing Edinburgh's infrastructure to make it easier and safer to walk, cycle and wheel. Change towards active travel can be achieved more quickly when infrastructure investment is combined with what are often referred to as 'behaviour change' measures¹⁰.

Over the lifespan of this ATAP, we will build on our work to date (see chapter 3) and use more recently developed behaviour change models to refine our approaches.

Setting the foundation – Capability – Opportunity - Motivation

To inform and structure our approach to behaviour change we have used the 'COM-B' behaviour change model³. The COM-B model says there are three key factors that influence people's behaviour: Capability, Opportunity and Motivation.

1. **Capability** is an individual's physical and psychological ability to do something.
2. **Opportunity** is the physical and social factors which enable or restrict a behaviour.
3. **Motivation** is the conscious and unconscious thoughts which direct and inspire an action.

These factors interact together to influence behaviour. A change in behaviour is most likely where all three work together.

For example, to help encourage someone cycle instead of drive, they need to:

- feel capable of riding a bike (physically and psychologically),
- have the opportunity to make a trip on safe infrastructure in a social environment that sees cycling as an acceptable activity,
- feel motivated/encouraged enough to use the bike instead of their car.

We will group measures together to influence Capability, Opportunity and Motivation over time with target audiences. We will do this in partnership with key delivery organisations, such as third sector partners, the Health and Social Care partnership, and communities themselves. This will ensure our behaviour change work can be as effective as possible.

Case Study: Pilton Community Health Project green prescribing "Taking Steps to Better Health"

In spring 2021, it was recognised that vulnerable groups in Edinburgh, already facing health inequalities and social issues, were at risk of wider social and health inequalities because of the C-19 pandemic. Pilton Community Health Project, in partnership with City of Edinburgh Council, launched the Taking Steps to Better Health Project as a response. Working with residents in North Edinburgh, the project "prescribes" walking through local GP practices and pharmacies. The majority of the people engaged through the project live in the 5%-20% most deprived on the Scottish Index of Multiple Deprivation, covering parts of Pilton, Boswall, Muirhouse, Granton, Royston Wardieburn and Drylaw.

¹⁰ See Sustrans and the Department for Transport's '[Moment of Change](#)' document, July 2021

“Our aim with Taking Steps to Better Health is to encourage people to be physically active as a routine part of their daily life, to create their own self-management techniques – affordable accessible ways to improve their mental health and wellbeing and potentially gaining the confidence to address some of the wider determinants of health, especially those exacerbated by the pandemic (isolation, loneliness, low income, unemployment) and now the cost of living crisis. Walking doesn’t require much equipment or gear compared to other activities so if budgets are tight, walking is a great form of exercise.” – Julie Patterson, Development Manager, PCHP.

The project is linked to the council’s NEAT Connections scheme, looking to improve active travel links on Pennywell Road and the surrounding areas of Muirhouse and West Pilton.

Participants in Taking Steps to Better Health can get involved in group walks, ecotherapy, one-on-one walk and talks, and storytelling walks, amongst others. The project engaged with 174 participants in the pilot year, with over half of these claiming the project made them feel safer walking in the local area.

The project was officially commended by the Scottish Parliament in September 2022, recognising the efforts in re-connecting communities to nature and physical activity, especially those with long-term health conditions and/or complex social, emotional or practical needs.

The Behaviour Change Programme

Who will we work with?

To help achieve the ATAP’s outcomes, we need to get as many people as possible travelling actively as soon as we can. Our behaviour change strategy will help support and encourage all people in Edinburgh to use active travel. However, it is generally recognised that behaviour change measures are most affective when they are targeted to particular audiences (DfT, 2011), and this is also implicit to the COM-B approach. To achieve this, we have undertaken market research to identify population groups and types of behaviour change measures that are best suited to them. This research also identified groups which are most likely to increase active travel behaviours and switch from car use. These groups are a particular focus in our behaviour change programme. They are defined as:

- 1) **The new starters:** Primary school children.
- 2) **Transitioning – young people to adults:** Young people 16-24, transitioning from secondary school to further/higher education and work. In general, young people typically travel more actively and sustainably than other demographics.
- 3) **Active by need:** People that tend to travel actively and by public transport for practical cost and convenience reasons.
- 4) **Occasional users:** People with positive attitudes to active travel but only walk, wheel or cycle occasionally.

The potentials: Families with children potentially amenable to active travel but need encouragement.

- 5) **Need a nudge:** Other households potentially amenable to active travel but need encouragement.
- 6) **Regain confidence:** Older people who doubt their ability to walk/cycle, but would be keen to do so a bit more if they felt more confident.

There are also those in the city who could benefit more than others when they walk, wheel or cycle. This is often because walking, wheeling or cycling and the opportunities it opens up may significantly

benefit their health and wellbeing. As noted in the City Mobility Plan, these include people in most deprived deciles of the SIMD, older people, women, and mobility impaired people. Based on this, we have also identified the following two groups with whom we will work to support their opportunities and ability to travel actively:

1. **Third age:** Retired, active people.
2. **Mobility restricted:** Mobility restrictions due to age, health or disability

To deliver on the ATAP's outcomes and objectives most effectively, we are planning combinations of measures with all the groups identified above. However, many of our behaviour change programmes will remain open to everyone within the city.

Where and how will we deliver measures?

People need high-quality infrastructure that feels safe from busy traffic to cycle more. This means our behaviour change initiatives will, in most cases, be targeted in areas where we construct new active travel infrastructure, or where high-quality infrastructure already exists. Where appropriate, we will continue to deliver promotional campaigns across the city.

The types of behaviour change measures

Building on the WACI data and market research, we have taken input from stakeholder organisations and experience from past years of our behaviour change work to refine the potential behaviour change measures targeted to each group. These have then been prioritised through the COM-B model to produce an effective combination of measures that are tailored and targeted to the population groups.

These groups and measures will form the basis of our behaviour change programme. The full list of measures can be found in appendix 4.

Case Study: SCOREScotland's Pedal and Thrive, reaching women of ethnic minorities in Wester Hailes

The West Edinburgh Link project is working to establish active travel routes for some of the most deprived communities in the West of Edinburgh. As part of the community engagement for the project, barriers to cycling were identified for women and ethnic minorities in Wester Hailes in particular. SCOREScotland's Pedal and Thrive project aims to tackle these barriers.

In Edinburgh as a whole, women and ethnic minorities are less likely to cycle, compared with men and white people. Pedal and Thrive provides opportunities for these groups to be part of a cycling community, develop confidence in cycling, or to give cycling a go for the first time. Some residents in Wester Hailes live in the most deprived 5% of the Scottish Index of Multiple Deprivation, and access to cycling as a transport option can provide much needed connections for everyday life, without the prohibitive costs of motorised transport.

One participant shared that after taking part in Pedal and Thrive, "I am currently encouraging my daughters to ride a bicycle and use it in their daily lives as a safe, wonderful and useful means of transportation" whilst another said the cycling activities "remind me of when I was young and cycled everywhere – it makes me so energetic!"

The project offers cycle training for adults and young children, women's specific cycling groups, bike maintenance sessions, and bike security marking. When asked what participants would have done if they had been unable to access free basic cycle maintenance, 42% responded that they would be unable to access their cycle as a mode of transport.

After the pilot year (starting June 2021), 25% of participants said cycling was their main mode of transport, with 34% saying walking is their secondary mode of transport. In 2022, SCOREScotland engaged over 300 participants in cycling activities and events, the majority of which were women and teenage girls.

Action J21: *Provide training in cycle skills (including adapted cycles) and maintenance skills combined with promotional activities*

Audience: *new starters, third age, the potentials, need a nudge, and regain confidence*

Action J22: *Enable access to cycle and e-cycle hire opportunities*

Audience: *transitioning – young people to adults, active by need, occasional users, need a nudge, the potentials, regain confidence, and mobility restricted*

Action J23: *Enable access to free or discounted cycles*

Audience: *active by need*

Action J24: *targeted encouragement to entice more active and sustainable travel (targeted social marketing campaigns linked to key infrastructure projects) via businesses, health centres and Edinburgh Leisure*

Audience: *occasional users*

Action J25: *Provide access to cycle maintenance opportunities*

Audience: *new starters, transitioning – young people to adults, active by need, the potentials, need a nudge, and regain confidence*

Action J26: *Promote the health benefits of active travel with social prescribing (through Health Centres)*

Audience: *active by need*

Action J27: *Enable access to supportive initiatives such as e-bike demonstrations and buddying schemes aimed at regaining confidence for cycling and walking*

Audience: *third age*

Action J28: *Promotion and marketing of new and existing routes, combined with city-wide active travel campaigns*

Figure 5: Diagram illustrating the 7 behaviour change actions and the target audiences, listed above.



Chapter 10: Working together to deliver a walkable and fully accessible city, where cycling is also a realistic choice for all

Making Edinburgh a better place to walk, wheel and cycle will require collaboration on many levels both within the Council and externally.

ATAP: the Council's plan

The ATAP is a Council-wide, interdepartmental plan. Actions within the ATAP will be delivered by a variety of teams across the Council, for example those responsible for street design, new developments and the parks and green spaces. The Council's Placemaking and Mobility team will coordinate the delivery and monitoring of the actions in this plan.

ATAP: one of a suite of CMP action plans

The ATAP sits alongside other Action Plans relating to Road Safety, Public Transport, Parking, Road Safety and Air Quality and the City Centre Transformation Programme. Actions in all of these plans are intended to be complementary. Some actions in the other plans will enable some of the actions in this plan to be implemented successfully. For example, parking restrictions will be needed on some streets to provide space for people cycling, even when the street is too narrow for segregated cycle lanes.

Sometimes, actions cross between plans. For example, lower speed limits and improved routes to school are both safety measures as well as means of improving active travel. Actions that span more than one plan are identified in Appendix 1.

Working with external partners to improve active travel in Edinburgh

The ATAP is primarily the Council's action plan. The actions set out what the Council will deliver to enable more people in Edinburgh to walk, wheel and cycle over the next decade and beyond. However, to successfully bring about the scale of the change needed in Edinburgh, we need many other people and organisations to contribute to change.

In chapters 4 & 5 we have already mentioned working with our neighbouring local authorities to improve cross-boundary walking, wheeling and cycling routes. The railway sector will need to lead on expanding cycle parking at train stations. In chapter 8 we recognise the role of working with partners like the Water of Leith Trust and Edinburgh and Lothians Greenspace Trust to improve walking, wheeling and cycling to and through our greenspaces. Third sector and community-based organisations will play a key role in supporting people to choose to travel actively. These organisations understand peoples' lived experiences and in many cases are already delivering walking and cycling activities 'on the ground'. Examples of the variety of partners we will look to work with to encourage people to change their travel choices in chapter 9.

Securing changes to national legislation

To improve walking, wheeling and cycling in Edinburgh, changes to some national legislation is necessary. The Council cannot bring these changes about directly. We will work with Scottish Government to make these changes happen.

As mentioned in chapter 2, the legal Orders process is a significant barrier to implementing Active Travel schemes in Edinburgh. We will continue to engage with Transport Scotland and the Scottish

Government to streamline or remove these barriers to efficiently delivering Active Travel infrastructure in Scotland.

Currently, legislation in Scotland is also a barrier to trialling innovative solutions in our streets, such as low-cost zebra crossings (we discuss these further in chapter 12. Over the lifespan of this plan, we will seek legislative changes that enable innovative solutions to be safely trialled and if successful, rolled out more widely in the city and beyond.

One form of innovation that we would like to see in Edinburgh is already widely used in London (and is used elsewhere in England and Wales). This is the use of Automatic Number Plate Recognition (ANPR) to support the enforcement of closing streets to through-traffic. This can be at all times of day, as for streets closed to create low-traffic neighbourhoods, or just at specific times of day, such as with school streets.

Action J29: *Work with and continue to push for Scottish Government regulation change to the TRO and RSO legal process*

Action J30: *Call on Scottish Government/Transport Scotland to make legislative changes that enable innovation, including widening the legislative scope for ANPR to aid delivery of interventions like liveable neighbourhoods and school streets*

Chapter 11: How we will deliver this plan

In this chapter we discuss funding, resourcing and priorities for delivery of the ATAP. We also cover our approach to delivery, engaging with communities and, where appropriate, trialling solutions prior to full implementation.

Funding and resourcing the Plan

We estimate delivering every action in this plan to its fullest extent would cost £824m - £1,124bn (at 2022 prices).

Our delivery programme will be determined by how much funding we can secure for this work. As with the current, funded investment programme, most of the funding for the plan will be sought through external funding bids. The main funding sources currently available for the delivery of active travel investment are (as of January 2023):

- The Council's Transport Capital Investment Programme;
- The Scottish Government's Cycling Walking and Safer Routes fund;
- The Sustrans Places for Everyone fund (distributed on behalf of Transport Scotland); and
- The new Active Travel Transformation fund.

Full delivery of the Action Plan, even over a long period of time, will require a substantial increase in funding and resources, including Council staff resources. Consequently, we propose to seek funding to develop a business case and delivery programme, including a resource plan, for the ATAP.

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), initially endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some major improvements that will benefit people walking and wheeling. Appendix 3 sets out the ATInP to 2026, as well as initial priorities for the 2026-2030 programme. The appendix provides some detail on the current projects and highlights whether projects will benefit people walking and wheeling, cycling or all three. The map in Figure 4 (see chapter 5) shows the locations of the current programme, as well as the initial programme for 2026-2030.

The current pressures from inflation will impact the scale of programme that we can deliver, as the cost of delivering each scheme has increased. However new funding opportunities mean that, subject to successful funding bids, we may be able to mitigate some or all of this cost escalation. We will update the existing and future programmes regularly to reflect the ongoing funding environment.

Engaging with Communities and stakeholders

It is important that communities and street users have a say in how the streets they live on and use look and feel. Through asking communities and stakeholders for their input and local knowledge on each project that we take forward, we will seek to ensure our streets work as well as possible. Where possible and appropriate, we will co-design schemes with our communities' input.

During the COVID 19 pandemic, the Council was asked to implement schemes at very short notice for public health reasons. This meant we put projects in place with minimal notice, with engagement and discussion often taking place **after** implementation. This enabled the rapid roll out of many projects but caused significant concerns from communities. We have learned lessons from this and

emphasise that future (non-emergency) projects will be based on appropriate engagement and consultation prior to construction taking place.

When engaging with communities and stakeholders, we will strive to ensure we hear the views of all. This means, for example, seeking input from groups that represent the interests and views of people who find it difficult to participate in consultation, for example by reason of illness or lack of time. We say more about our plans to support and encourage people to travel more actively in Chapter 9.

Trialling new street layouts as part of the development and delivery of routes

To achieve the objectives and targets of the ATAP and City Mobility Plan, including a 30% reduction in kilometres travelled by motor vehicles in Edinburgh by 2030, we need to change the street and transport network in Edinburgh significantly. As we adapt the network, for some routes we will look to trial new street layouts as part of the development of new schemes. This will help us both deliver routes more quickly, whilst giving us the opportunity to improve designs as we go. Community engagement will be a key part of the development process of any future routes that are developed using trial street layouts.

Priorities for delivery

Making Edinburgh a fully accessible city with an excellent cycle network will require improvements to almost every street in the city as well as investment in our path networks. There's a lot of work to do. Also, some types of changes are most relevant to specific streets within the city, for example our local high streets. This all means we need to prioritise where we make changes and how much resource and funding to allocate to which programmes.

Historically, less investment has been available for improving our streets for walking and wheeling. Whilst the current Active Travel Programme includes significant investment in walking and wheeling, we want to grow this, with more investment in walking and wheeling specific programmes. With the opening of Scottish Government funding to all types of active travel, we now have the opportunity to do this. We will particularly seek to use this funding to drive forward the EASI programme, set out in chapter 4.

In Appendix 1, we've given a little more detail on how we propose to prioritise this work. For walking actions, we have set out which of these actions we'll look to deliver across the city and which might be more targeted to say, our city and town centres. Some of the primary locations for walking and wheeling investment has been referenced in the Circulation Plan. These key locations have been identified in the circulation plan as 'Walking/wheeling and place priority streets'.

In Appendix 1 we've also said what we'll do over the next two years to take the actions in this plan forward. We know we can't deliver all the infrastructure-related changes everywhere by 2030 so, in some cases, we have or will set a target for us to aim for by 2030 instead.

As noted above, we now propose to seek funding to develop a business case and delivery programme, including a resource plan, for the ATAP. In doing this we will take account of feedback during consultation on the draft plan in spring 2023.

Chapter 12 – Harnessing Innovative Solutions

There are lots of ways we can make walking, wheeling and cycling in Edinburgh a better experience simply by getting the basics right. There are also more innovative solutions we will look to trial and roll out more widely if they are successful. Over the lifespan of the next plan, we will continue to learn from best practice and innovation elsewhere and adapt it to Edinburgh's local context.

At present, how we design our streets is constrained by quite stringent legislation. To be more innovative, and to trial different solutions on our streets will require a change to Scottish legislation. The action in Chapter 10 sets out our intention to engage with Scottish Government to bring this change about.

One innovative solution that we have begun work on and will continue to progress under the new plan is low-cost zebra-crossings.

Low-cost zebra crossings

Zebra crossings provide people walking and wheeling priority over other street users to cross the street. Low-cost zebras use the black and white paint markings on the road but not the flashing light columns (Belisha beacons). Low-cost zebras have been used for many years across mainland Europe, and have been trialled in Manchester, Cardiff and in the Republic of Ireland. As the crossings are significantly cheaper, it is possible to install many more of them, more quickly and so benefit more people in more places. However, there are questions around the efficacy of these crossings compared with the version with Belishas. And importantly, installing low-cost zebras on the public road in Edinburgh would require a change to Scottish legislation. However, there are many similar crossings on private roads in the city, for example on University campuses, shopping centres and on hospital road networks. We will therefore look to undertake research on existing crossings and, depending on outcomes, seek consent from the Scottish Government to trial low cost zebras on public roads. If these trials are successful, we would seek to roll out this type of crossing more widely across the city.

Edinburgh Smart Cities

As part of Edinburgh's Smart Cities programme, the Council is upgrading traffic signals and CCTV equipment. This upgraded technology will allow us to record the number of people walking and cycling in more locations around the city. This information will help us to better understand changes in walking and cycling movements as we invest in better infrastructure. We will integrate this additional count data into [our website](#) that has all of the information from our walking and cycling counters around the city. More information on our counters can be found in chapter 13.

The Smart Cities programme is also exploring the use of radar sensors for cycle detection at the 10 crossings and junctions that are used most by people cycling across Edinburgh. Based on speed, the radar would detect the person cycling approaching and call the crossing or lights to go green. Cycling only uses people's own energy to power the bike. Stopping and starting regularly makes a cycle journey harder work as well as slower. Conversely, these radar sensors will help make cycle journeys easier as well as reducing delays.

Helping 'Bike buses' travel through junctions safely

In Edinburgh we already have one 'bike bus' that collects pupils and supports them to cycle to school together alongside their peers. We want to support more of these over the lifespan of the next plan. One of the ways we can do this is by installing software at major junctions on the route that allow the lights to be held on green, giving the bike bus enough time to pass through in one go. This would

make the junction safer for the children and save a council member of staff being on site to do this manually. When new 'bike buses' are set up in Edinburgh, where suitable, we will look to use this technology, supporting safe, active journeys to school.

Action J31: *Explore and trial innovative solutions, such as low-cost zebra crossings and technology-led approaches to controlling signalised crossings and junctions to benefit people travelling actively*

Chapter 13: Monitoring Progress

To assess how the actions set out in this plan are helping us to fulfil our vision for Active Travel in Edinburgh, we need a monitoring plan.

Headline indicators

We have identified a range of Key Performance Indicators (KPIs) to monitor our progress. These are mapped out in full against objectives and outcomes in appendix 6. Below we list several headline KPIs that we will use to gauge progress against the ATAP vision.

- The percentage of Edinburgh residents walking, wheeling and cycling at least weekly
- Uptake of walking, wheeling and cycling across people of all ages, genders, physical abilities and backgrounds in Edinburgh
- Journeys to school that are walked, wheeled or cycled
- Perception of the safety of walking, wheeling and cycling in Edinburgh overall, including specifically safety for children and women travelling actively
- Reduction in the numbers of people killed or seriously injured per km walked and cycled in Edinburgh (This will require further development work)

Objectives, outcomes and aims

The **KPIs** that we plan to measure relate to ATAP **objectives**. These **objectives** are in turn grouped under **outcomes**. These outcomes reflect the Council's wider **aims** of addressing climate change, eradicating poverty, promoting sustainable economic growth and creating great places. They are also derived from Scotland's national Active Travel framework and the Active Scotland Outcomes framework.

The ATAP **objectives** align with the City Mobility Plan's objectives, which cover all modes of transport. In addition, they build on those set in Scotland's national Active Travel framework and the Active Scotland Outcomes framework.

Where appropriate, the ATAP uses the same KPIs as the City Mobility Plan. Monitoring of the ATAP will therefore contribute to monitoring the overall progress in delivering the CMP. There are some additional KPIs that are specific to active travel.

The Walking and Cycling Index

Every two years, Sustrans, in partnership with the Council, produce [the Walking and Cycling Index](#) (WaCI). This provides lots of insights on Edinburgh residents' attitudes and behaviours around active travel. This document was previously known as Bike Life. In 2021 it expanded to include Walking and wheeling. The Walking and Cycling Index will provide much of the data to monitor progress against our KPIs.

The WaCI and some other key data sources we will use to monitor the ATAP are produced biannually. We will therefore produce a monitoring progress report every 2 years that aligns with the CMP reporting timeline.

The City Mobility Plan has set a target of a 30% reduction of car kms driven in Edinburgh by 2030. The measures set out in the ATAP will support Edinburgh to reach this target. Progress on this target will form part of the CMP KPI progress report, rather than the ATAP's.

Action J32: *Production of the Walking and Cycling Index to enable assessment of progress against ATAP targets and indicators*

Action J33: *Report on delivery progress against the ATAP outcomes and objectives every 2 years*

Managing and using our counter network

In Edinburgh we have a network of counters across the city, which collect data on the number of people walking and cycling on our streets and off-road paths. This data provides a helpful insight alongside the data gathered as part of the walking and Cycling Index on the number of walking and cycling trips taking place in the City. This data will also be used to support both scheme-level monitoring and where appropriate, will form part of the programme level monitoring indicators set out in the table above.

As our cycle network expands on-street, we may need to re-assess the locations of some of our counters to reflect this change.

The existing counter data is publicly available for all to see on the Council website.

Scheme- level monitoring

As well as monitoring the ATAP at a programme level, some monitoring will be undertaken on individual projects. This project-level monitoring will help us to:

- Understand the individual contribution of schemes to wider outcomes

Capture any lessons learned to shape future delivery

- Meet our grant funding obligations, to ensure we continue to be successful in securing funding to deliver active travel interventions in Edinburgh

Scheme level monitoring plans will be developed as part of the work package for individual projects.

Improving Walking Data

The counter network also includes several counters that monitor walking trips. However, these are more limited in number and capturing data on walking remains a challenge (cycle and vehicle counters make use of cheaper and simpler technology). We have explored using more innovative datasets, such as data from mobile phone companies, to help us better understand walking patterns in Edinburgh. However, so far no dataset is at a detailed enough scale to provide a truly nuanced picture of how walking varies across Edinburgh. Over the lifespan of the next plan we will look to harness any opportunities, such as the emergence of new data sources, to build a better dataset of walking in Edinburgh.

Wheeling data

At present there is no realistic and affordable way of gathering comprehensive count data for wheeling journeys, however we will keep opportunities under review and ensure we collect data on wheeling as part of one-off manually analysed counts.

ATAP Appendix 1 - Active Travel Action Plans – Table summarising all actions

| Walking Actions | | | | | | | | |
|---|--|------------|---|--|---|--|---|--|
| Geographic coverage | Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Joint action with another Action Plan |
| Citywide | Making streets useable for everyone | W1 | <p>A. Install dropped kerbs and accompanying tactiles where kerbs are either missing or damaged</p> <p>B. Install missing tactiles in all other locations (in line with Edinburgh Street Design Guidance factsheet M4), at the same time we undertake pavement resurfacing work</p> | <p>1. Continue current programme delivered by Active Travel (approx. £350,000 per annum) and replacement through footways renewals workstream</p> <p>2. Produce a costed plan and programme and business case for a much larger investment</p> | At least double current programme | Usage, destinations (e.g. Town Centres) and SIMD | Aim to deliver at least 400 kerb replacements/ yr | N |
| Everywhere outwith town centres and shopping streets | Improving the connectivity of our streets and neighbourhoods/ Making our streets enjoyable places to be | W2 | Treat minor road junctions to improve crossing experience for pedestrians by tightening up the radii on side road bellmouths, | Produce criteria for when to tighten up as part of renewals projects. | Carry out a citywide review to identify high priority junctions for treatment outwith the renewals programme | Along bus routes, TBC further as part of 24/25 work | TBC as part of delivery programme | N |
| Citywide | Making streets useable for everyone | W3 | <p>Improve the useability of pavements around the city by:</p> <p>a) Ensuring surfaces are smooth and free from trip hazards.</p> <p>b) Level pavements, replacing pavement wide cross-fall with ramps where driveways need to cross the footway</p> | <p>W3a. Review footway renewals programme prioritisation</p> <p>W3b. Review standard approach to footway reconstruction to ensure it includes this approach</p> | <p>W3a. Implement revised prioritisation and procedures.</p> <p>W3b. Report on a possible prioritised approach to levelling pavements</p> | Usage, specific needs, destinations (e.g. Town Centres, bus stops, health centres) and high SIMD areas | TBC as part of delivery programme | N |
| City centre, town centre and other shopping street improvements | Making streets useable for everyone | W4 | Undertake dedicated programme of footway clutter rationalisation, focusing on pole and signage rationalisation | Prepare and cost programme | Commence programme implementation | All town centres | <p>Dalry and Portobello high sts by 2026</p> <p>All town centres and shopping sts by 2030</p> | 20 min -as part of town centre schemes |

| Walking Actions | | | | | | | | |
|---|--|------------|--|---|---|--|---|---------------------------------------|
| Geographic coverage | Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Joint action with another Action Plan |
| City centre, town centre and other shopping street improvements | Making streets useable for everyone | W5 | Undertake dedicated programme of guardrail removal | Prepare and cost programme | Commence programme implementation | Streets identified in the circulation plan as having high 'place' function – see circulation plan in 8 th December Transport and Environment Committee Report | All appropriate guardrail removed by 2026. Pole and signage TBC for final plan | N |
| Citywide | Making streets useable for everyone | W6 | Continue enforcement of A-board ban introduced in 2017 | - | - | NA | Ongoing | N |
| Citywide | Making streets useable for everyone | W7 | Install rest spots/benches to help less able people to walk | Produce a prioritised plan | Commence implementation | Geographic focus e.g., along bus stops and in town and city centre | At least 50 per year from 2024. | CCT |
| Citywide | Improving the connectivity of our streets and neighbourhoods | W8 | Improve pedestrian crossing opportunities by replacing two-stage crossings with single stage OR if not possible, ensuring adequate space in the central island | As and when additional junction works are taking place, this will be part of the design process | - | - | - | N |
| Citywide | Improving the connectivity of our streets and neighbourhoods | W9 | Identify suitable locations for and install new pedestrian crossing facilities | Update criteria for determining if a pedestrian crossing is appropriate | TBC before adoption of final plan | TBC following update of criteria | TBC before adoption of final plan | RSAP |
| Citywide | Improving the connectivity of our streets and neighbourhoods | W10 | Implement signal phasing to give longer crossing opportunities for pedestrians e.g. key routes to schools where occasional high volumes of pedestrians would benefit from a longer and/or more frequent green pedestrian signal period | Identify suitable locations. Trial in one location and if successful, extend to more locations | If trial successful, extend to more locations, seeking required funding to implement necessary equipment upgrades to facilitate these changes | Junctions or crossings with highest concentrations of children/ busiest roads | Trial by 2024, extension by 2030 | N |

| Walking Actions | | | | | | | | |
|---|--|------------|--|--|---|---|---|---------------------------------------|
| Geographic coverage | Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Joint action with another Action Plan |
| Citywide | Improving the connectivity of our streets and neighbourhoods | W11 | Improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle | Produce proposed approach | Review of all existing junctions | Highest footfall, impact on public transport and technical feasibility | Target to be confirmed once have identified feasible locations | N |
| Citywide | Improving the connectivity of our streets and neighbourhoods | W12 | Maintain the number/proportion of standalone signalled crossings that give a pedestrian green on demand | Embed this approach within the 'Circulation Plan. | NA | NA | NA | N |
| City centre, town centre and other shopping street improvements | Making our streets enjoyable places to be | W13 | Undertake public realm and placemaking improvements in all of our town and key local centres | Produce proposed approach based on work in Gorgie/Dalry town and Portobello and outcomes of the streetspace allocation framework | Detailed plan for Dalry Road and Portobello High St. Establish programme and commence funding bids for further schemes | All town centres, SIMD local centres | Delivery of Dalry and Portobello by 2026. All town centres by 2030 | 20MN, CCT |
| | Making our streets enjoyable places to be | W14 | Widen footways at key pinch points in highest footfall areas | Identify pinch points and undertake design work in top priority locations | Commence implementation subject to legal processes | High use footways, starting with busiest in city and town centres (subject to outcomes of the streetspace allocation framework) | By 2030 | |
| Citywide | Improving access to our Greenspaces | W15 | Deliver programme of crossing, pavement and path upgrade improvements, as identified in the Open Space Strategy (OSS) and the Water of Leith Management Plan, to improve access to Edinburgh's green and blue spaces | TBC depending on timing of OSS | TBC depending on timing of OSS | Determined by the OSS | By 2030/deadline for OSS next refresh | OSS – once refreshed |

| Cycling Actions | | | | | | | |
|---|------------|--|---|---|---|--|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in other Action Plan |
| Enhancing and expanding the cycle network | C1 | Deliver a core citywide network of routes to 'Active Travel Freeway' standard | Develop a business case and secure funding. Prioritise routes for development. Publish draft priorities in Final ATAP | Continue delivery of ATINP. Start design work on highest priority routes. Scale of work dependant on success of business case and funding bids | Potential use. Contribution to strategic objectives (climate/ health/ social inclusion/ supporting City Plan) | TBC in advance of adoption of final plan | N |
| | C2 | Report progress towards the aim of every household being within 250-400m of the developing cycle network | - | Report progress every 2 yrs | - | - | N |
| Branding the network | C3 | Network name: Adopt new name 'Edinburgh Cycle network' (keeping existing numbering). | Adopt name on PR materials | - | - | 2023/24 | N |
| Branding the network | C4 | Adoption of road markings to provide directions on cycle network as per London | Design markings for all existing routes | Implement markings | - | All numbered cycle routes by 2030 | N |
| Maintenance | C5 | Set up a co-operative approach with Spokes and potentially other interested parties to look after cycle network signage | Agree approach to monitoring status of network signage with Spokes | Undertake signage maintenance as needs are identified | TBC depending on scale of issues identified | Annual rolling maintenance programme responding to issues as needed | N |
| Maintenance | C6 | Undertake regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (including white lines, high-friction surfacing and cycle symbols) and cycle signing | Develop complete asset register, review current regime, explore ability to deliver ongoing programme and propose amendments | Implement amendments subject to funding | TBC depending on issues identified | 2024/25 | N |
| Storing your cycle safely | C7 | Continue to roll out public cycle parking, including for non-standard bikes | Create strategy for installing public cycle parking that incorporates: a. Responding to public requests b. Delivering cycle parking in locations that support the Council's 20-minute neighbourhood | Secure further funding Deliver annual rollout | Close to local services, SIMD areas, Public requests | Annual rollout of 80-100 racks/yr Delivery to 2026 (current funding availability) | N |

| Cycling Actions | | | | | | | |
|--|------------|--|--|---|--|---|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in other Action Plan |
| | | | strategy e.g. close to local services Deliver annual rollout | | | | |
| Storing your cycle safely | C8 | Explore potential of e-bike charging cycle parking at key destinations/pilot rollout and expand if is sufficient demand | Explore e-bike charging options available | Identify a pilot location – e.g. Waverley or Haymarket rail stations | Major destination(s) | 2025/26 | N |
| Storing your cycle safely | C9 | Continue rollout of secure cycle hangars, with an increased emphasis on delivery in more deprived areas | Begin installation of next rollout of 200 hangars, monitor uptake. | Complete 2 nd rollout for 200 units | Target areas of highest population density of the city, provide for communities within SIMD areas and requests | 2023/24 | N |
| Integrating cycling with public transport/other journeys | C10 | Support/Deliver cycle hire opportunities for the city | Prepare a business case/prospectus and seek funding (subject to committee decision) | Progress scheme subject to Committee decision /securing funding | TBC following Transport and Environment Committee decision on approach to future cycle hire | TBC | N |
| Integrating cycling with public transport/other journeys | C11 | Secure funding and support uptake and roll-out of cargo bikes for CEC business use and last-mile delivery by businesses within Edinburgh | a. Advertise and apply for external funding (e.g. Transport Scotland’s LEZ support funds) to support the uptake of e-cargo bikes by individuals and businesses in Edinburgh, measuring local uptake and awareness; b. complete a series of e-cargo bike ‘give it a go’ and training sessions, measuring uptake and awareness; | Explore the roll-out of further micro-consolidation hubs and use of cargo bikes | TBC following the Operational Management Plan | TBC before adoption of final plan | |
| Enhancing and expanding the cycle network/improving access to greenspace | C12 | Deliver new/expand network of existing leisure cycle routes, through installing route signage and new access points | Publish draft priorities with final ATAP. | Commence delivery of high priorities | TBC in advance of adoption of final plan | TBC in advance of adoption of final plan | Check w/ parks & greenspaces |

| JOINT ACTIONS | | | | | | | |
|---|------------|---|--|--|---|--|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| Enhancing and expanding the cycle network, Making streets useable for everyone, Improving the connectivity of our streets and neighbourhoods, Making our streets more enjoyable places to be | J1 | Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 3 for details of schemes) | See appendix 3 | See appendix 3 | Refer to 14 th October 2021 Transport & Environment committee report 'Active Travel Investment Programme' update | Complete current ATINP by 2026 Deliver all additional schemes currently at design stage by 2030 | 20MNH |
| Making our streets safer | J2 | Taking account of consultation feedback, extend the network of streets with a 20mph speed limit | Complete Consultation | Complete TRO process and start rollout | N/A | Rollout to all agreed streets by 2025 | RSAP |
| Making our streets safer | J3 | Taking account of consultation feedback reduce speed limits on roads outside Edinburgh's main built-up area that have speed limits of 40mph and over. | a. Complete consultation. Bid for funding for implementation. Start TRO process b. Implement speed reductions | a. Complete TRO process and start rollout | N/A | Rollout to all agreed roads by 2026 | RSAP |
| Making our streets safer | J4 | Explore implementing sub-20mph speed limits in appropriate locations | c. Engage with Transport Scotland on legislation change and explore possibility of trialling approach | Trial approach | Busy high streets with high footfall. Areas close to schools | TBC once legislative change confirmed | Circulation Plan |
| Making our streets safer | J5 | Programme of street changes to deliver on actions identified by school travel plan reviews, including expanding on the number of schools with 'school streets' at beginning and end of the school day | Travel plans completed for all schools See annual Road Safety delivery plan 23/24 | TBC in annual Road Safety delivery plan | Road safety issues, interventions in high SIMD areas and locations with the greatest potential for mode shift | TBC following completion of review of school travel plans | RSAP |
| | J6 | Implement the Major Junction Programme: a) Implementing quick wins b) Longer-term, re-designing major junctions in the city to improve the | Produce a prioritised programme of junctions by Spring 2023 and develop and start implementing quick | Produce costed programme of more major substantial changes and design work to begin on | Evidence-based prioritisation methodology agreed-with stakeholder groups. Factors include junction | TBC once programme developed in 23/24 | RSAP |

| JOINT ACTIONS | | | | | | | |
|---|------------|---|--|---|--|---|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| | | <p>experience for people wheeling, wheeling and cycling</p> <p>[Note: This action is not currently included in the costing of implementing the Action Plan]</p> | wins at top 10 junctions. Undertake initial feasibility for more substantial longer-term changes | <p>highest prioritised junctions.</p> <p>Complete quick wins.</p> | layout, numbers and types of users, speeds and historic collisions | | |
| Making our streets safer and more enjoyable places to be | J7 | Take forward a programme of Liveable Neighbourhoods, prioritised using a citywide analysis | Citywide analysis undertaken and prioritised programme for delivery | Design and consultation on initial tranche of Liveable Neighbourhoods | <p>Where an Liveable Neighbourhood:</p> <ul style="list-style-type: none"> a. could significantly reduce volumes of rat-running traffic b. Improve the safety of streets, particularly in SIMD areas c. Help children travel to school more actively d. Could provide a viable alternative to the main road network for the city's cycle network e. Would enable people to access local services more easily by walking, wheeling and cycling | TBC following analysis in 23/24 | N |
| Improving the connectivity of our streets | J8 | Programme of land purchases to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that do not currently connect | N/A | Study on potential locations/opportunities | Greatest reductions in journey distances for largest numbers of people. Key network connections/ missing links. Access to off-road network | TBC before adoption of final plan | N |
| Making our streets usable for everyone/Expanding and enhancing the cycle network | J9 | <p>Upgrade historic modal filters in the city, ensuring they are designed appropriately to allow cyclists and pedestrians through:</p> <ul style="list-style-type: none"> a. Have appropriate dropped kerbs b. Are protected by double yellow lines where necessary | Establish how many need an intervention and produce programme | Commence (and depending on numbers, complete) implementation | Level of use, Cost | TBC following analysis in 2023/24 | N |

| JOINT ACTIONS | | | | | | | |
|---|------------|---|---|--|---|---|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| Making our streets safer and more enjoyable places to be | J10 | Off-road path network upgrades including: <ul style="list-style-type: none"> a. Path widening at pinch/high demand points b. Access improvement upgrades c. Path lighting whilst minimising loss of existing biodiversity features and incorporating biodiversity enhancement where possible, particularly targeting opportunity areas identified within the Biodiversity Action Plan and Nature Network | Prepare and submit a business case in parallel with work on C2 (Cycle Network) | Start design work | Existing and forecast cycle and pedestrian use relative to width, improvement priorities identified as part of Council's recent 'Women's safety in public places' consultation | TBC following business case | <i>Biodiversity Action Plan, Women's Safety in Public Places</i> |
| Improving the connectivity of our streets | J11 | Subject to funding opportunities and network connectivity/accessibility priority progress design and construction of active-travel bridges. | Identify wider network priorities to 2030 (to then establish which bridges are priority during lifespan of this plan) | Securing funding to commence/progress design work on priority bridges | Alignment with wider network development, cost, technical feasibility | TBC following network prioritisation 23/24 | CCT (Waverley Valley bridge link only) |
| Providing for multi-modal journeys | J12 | Mobility Hubs – plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area, ensuring active travel elements are maximised | Develop and implement a plan for delivery of pilot projects and monitor usage | Develop a strategy and guidance for the delivery of a network of mobility hubs | Potential locations have been identified in City Plan 2030 and pilot sites prioritised based on the feasibility of delivering the pilot as part of proposed or ongoing projects | Delivery of first pilot sites by 2025 | Relates to City Mobility Implementation Plan: Movement - Sustainable and Integrated Travel |
| Maintenance | J13 | Undertake regular prioritised and programmed maintenance of signed and segregated cycle routes, features and the off-road path network incorporating: <ul style="list-style-type: none"> • Sweeping and gritting of routes • Maintenance of surfaces and signage • Cutting back of vegetation | Review current approach and prepare proposals | Action proposals depending on budget | TBC following 23/24 review | N/A | N |
| Making our streets usable for everyone | J14 | Review prioritisation of renewals programme considering walking, wheeling, cycling, public transport and other factors | TBC | Carry out review in time for 2025-28 renewals programme report | TBC following review | TBC before adoption of final plan | N |
| Making our streets usable for everyone | J15 | Continue delivering the rolling minor improvements programme | Annual rollout based on requests received from public | Annual rollout based on requests received from public | Feasibility of delivering, cost | £50k worth of improvements per year | N |

| JOINT ACTIONS | | | | | | | |
|---|------------|---|--|--|---|--|---|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| Planning and Designing Streets for Active Travel | J16 | Completion of remaining Edinburgh Street Design Guidance factsheets | Continue work on sheets | Factsheets complete | Impact of sheets. Cost | By 2026 | N |
| Planning and Designing Streets for Active Travel | J17 | Annually review & update of ESDG to align with emerging best practice/reflect lessons learned from use | Commence annual review | 2 nd Annual review | Impact of changes. Cost | | RSAP |
| Planning and Designing Streets for Active Travel | J18 | Provide training on ESDG for internal 'Place' staff & key external parties, such as developers | Commence training using Smarter Choices Smarter Places of Sustrans funding | Continue targeted training programme | Those who are most likely to use the ESDG/ amongst whom awareness is likely to be lowest. | Annual training sessions delivered | N |
| Planning and Designing Streets for Active Travel/ Expanding and enhancing the cycle network | J19 | Seek to secure funding for and deliver active travel interventions set out in the Local Development Plan Action Programme | Establish delivery priorities for schemes where work has not yet commenced | Begin construction of projects in Burdiehouse, Queensferry, Leith and at Albion Road | Existing LDPAP: Contribution to Council strategy, resource and delivery complexity. For forthcoming City Plan Action Programme, alignment with construction of new development | First schemes by 2025, all outstanding schemes by 2030 | Local Development Action Plan (will be carried through into the City Plan Action Plan when adopted) |
| | J20 | Seek to Secure funding for and deliver active travel interventions from City Plan Action Programme | Prepare a prioritised intervention programme and commence design work | Progress work to aligned with the accompanying development site in City Plan | Timescale of accompanying development site, scale of new development site | Prior to/aligned with the accompanying development site in City Plan | City Plan Action Plan (when adopted) |
| Changing minds, changing behaviours | J21 | Provide training in cycle skills (including adapted cycles) and maintenance skills | See Appendix 5 | See Appendix 5 | Priority audience: new starters, third age, the potentials, need a nudge, and regain confidence (see Appendix 5 for definitions) For those using adaptive cycles, opportunities are likely to be in focused areas of the city and not necessarily linked to active travel infrastructure | a) See Appendix XX | RS |

| JOINT ACTIONS | | | | | | | |
|-------------------------------------|------------|--|----------------|----------------|---|---|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| Changing minds, changing behaviours | J22 | Enable access to cycle and e-cycle hire opportunities | See Appendix 5 | See Appendix 5 | Priority audience: transitioning – young people to adults, active by need, the occasionals, need a nudge, the potentials, regain confidence, and mobility restricted (see Appendix 5 for definitions) | a) See Appendix 5 | N |
| Changing minds, changing behaviours | J23 | Enable access to free or discounted cycles | See Appendix 5 | See Appendix 5 | Priority audience: active by need (see Appendix 5 for definition) | a) See Appendix 5 | N |
| Changing minds, changing behaviours | J24 | Target encouragement to entice more active and sustainable travel (targeted social marketing campaigns linked to key infrastructure projects) via businesses, health centres and Edinburgh Leisure | See Appendix 5 | See Appendix 5 | Priority audience: the occasionals See Appendix 5 for definition of social marketing | a) See Appendix 5 | PTAP, PAP |
| Changing minds, changing behaviours | J25 | Provide access to cycle maintenance opportunities | See Appendix 5 | See Appendix 5 | Priority audience: new starters, transitioning – young people to adults, active by need, the potentials, need a nudge, and regain confidence (see Appendix 5 for definitions) | a) See Appendix 5 | N |
| Changing minds, changing behaviours | J26 | Promote the health benefits of active travel with social prescribing (through Health Centres) | See Appendix 5 | See Appendix 5 | Priority audience: active by need (see Appendix 5 for definition) | a) See Appendix 5 | N |
| Changing minds, changing behaviours | J27 | Enable access to supportive initiatives such as e-bike demonstrations and buddying schemes aimed at regaining confidence for cycling and walking | See Appendix 5 | See Appendix 5 | Priority audience: third age (see Appendix 5 for definition) | a) See Appendix 5 | N |
| Changing minds, changing behaviours | J28 | Promotion and marketing of new and existing routes, combined with city-wide active travel campaigns | See Appendix 5 | See Appendix 5 | City-wide and project-specific | a) See Appendix 5 | Y |

| JOINT ACTIONS | | | | | | | |
|---------------------------------|------------|---|---|---|-------------------------------------|---|--|
| Theme | Action No. | Action | Aim 2023/24 | Aim 2024/25 | Proposed Approach to prioritisation | Approximate delivery dates or target rate of delivery | Action also appears in another Action Plan |
| Securing legislative change | J29 | Work with and continue to push for Scottish Government regulation change to the TRO and RSO process | Achieve change to legislation/regulations as soon as possible | As 2023/24 | N/A | ASAP | N |
| | J30 | Call on Scottish Government/Transport Scotland to make legislative changes that enable innovation, including widening the legislative scope for ANPR to aid delivery of interventions like liveable neighbourhoods and school streets | Liaise through SCOTS. Write to Scottish Government seeking change | Seek legislative change | N/A | ASAP | RSAP |
| Harnessing Innovative Solutions | J31 | Explore and trial innovative solutions, such as low-cost zebra crossings | Trial low-cost zebra crossing in one location and monitor | Take forward discussions to allow wider application if trial successful | TBC following trial | TBC following completion of trial | N |
| Monitoring | J32 | Production of the Walking and Cycling Index to enable assessment of progress against ATAP targets and indicators | Bi-annually | N/A | N/A | Bi-annually | N |
| | J33 | Report on delivery progress against the ATAP outcomes and objectives every 2 years | N/A | Produce first report on progress | N/A | Every 2 years, aligning with CMP review cycles as appropriate | N |

ATAP Appendix 2: Additional maps

Figure 1: 20mph street network in Edinburgh

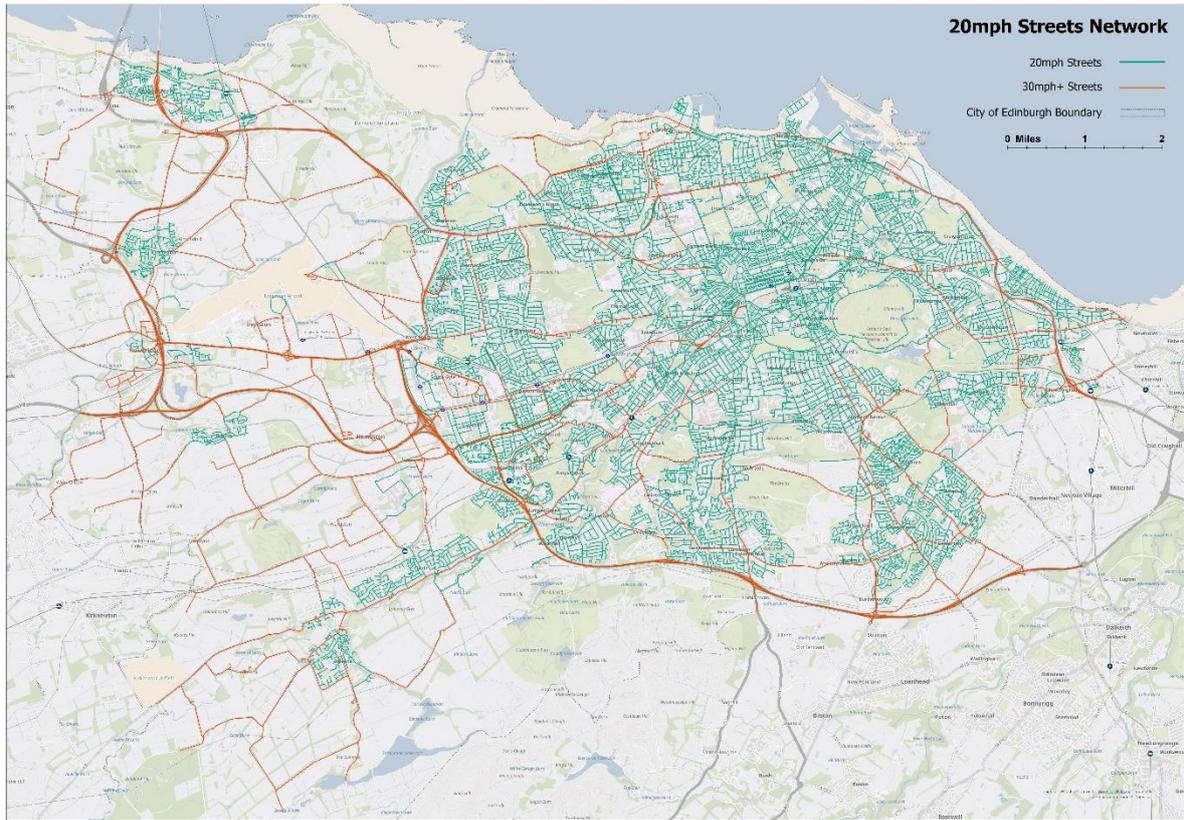
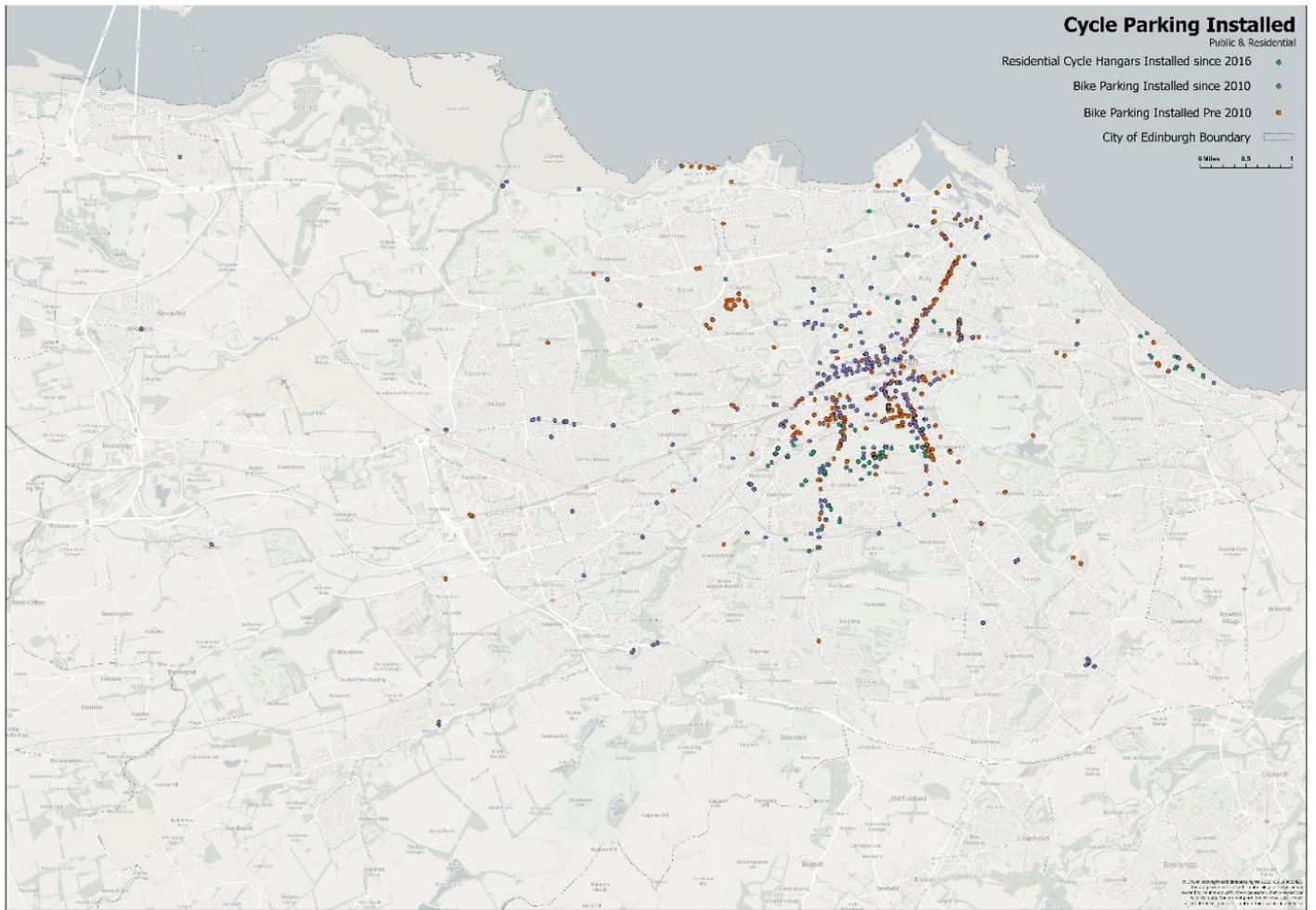


Figure 2: Cycle parking in Edinburgh



ATAP Appendix 3: Active travel schemes to be delivered pre and post 2026

Table 1: Schemes to be delivered by 2026

| Project | Number on map | Planned Completion date | Brief scheme description | Walking & wheeling | Cycling benefits |
|--|---------------|-------------------------|---|--------------------|------------------|
| A8 gogarstone to middle norton | 1 | 2025/26 | Improvements around Gogarstone Road/Ingliston Road – | | ✓ |
| Arboretum place | 2 | June '23 | Public realm upgrade of area outside the west gate of the Botanics. | ✓ | ✓ |
| Mayfield and Cameron Toll to Bioquarter | 3 | May '24 | Segregated cycleways and cycle/foot paths | | ✓ |
| City Centre West to East Link (CCWEL) | 5 | Sept '23 | Segregated cycle lanes, crossings and street improvements from Roseburn to York Place via Haymarket | ✓ | ✓ |
| Corstorphine Connections Low Traffic Neighbourhood | 35 | Winter 2022 | Phase 1 - reducing and calming through traffic at key locations to improve access to the schools by active travel. Public realm improvements. Phase 2 - wider pavements and crossing improvements | ✓ | ✓ |
| Cultins Road | 6 | April '23 | Improved cycle link between the Canal and QR8. | | ✓ |
| Davidson Mains Park phase 2 | 7 | Spring '23 | Improved path link to Barnton Park Avenue | ✓ | ✓ |
| Deanhaugh street and Leslie place | 8 | 2023 | Pedestrian crossings upgrade at junction | ✓ | |
| Fillyside Road crossing | 9 | '24/25 | New crossing for people walking and cycling over Seafield Road East, providing a connection from Fillyside Road to Seafield promenade | ✓ | ✓ |
| Fountainbridge/D undee st | 10 | June '26 | Segregated cycle lanes from the Telfer Subway connection to Gibson Terrace, as well as priority enhancements to the ETRO scheme currently in place. | | ✓ |

| | | | | | |
|--|------------------|--|---|---|---|
| Leith connections | 36 | Feb '24 | Improved walking and cycling connections from the Foot of Leith Walk to Ocean Terminal and development of other local proposals including the LTN at Leith | ✓ | ✓ |
| Marchmont to kings building | 11 | TBC as project recently re-initiated | New cycle lanes and junction/crossing improvements. | ✓ | ✓ |
| Meadows to George St | 12 | January '26 | Segregated cycle lanes and street improvements. | ✓ | ✓ |
| Meadows to union canal | 13 | July '25 | Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements. | ✓ | ✓ |
| Morrison street (on hold) | 14 | July '25 (TBC) | Street improvements, including to pavements, crossings and cycle provision. | ✓ | ✓ |
| North Edinburgh Active Travel (NEAT) connections | 15 | May '26 | New segregated cycleways, crossings and street improvements. | ✓ | ✓ |
| One-way street exemptions | Not shown on map | Jan '24 | Change to legal orders and in some cases, small changes to street lay-out to allow people to cycle both ways in selected one-way streets around the city | | ✓ |
| Qr30 holyrood park to ratcliffe terrace | 18 | Jun '23 | Includes cycle crossing of Craigmillar Park Road and contraflow cycle lanes | | ✓ |
| Qr5 Holyrood Pk | 19 | On hold- awaiting strategic paper on the future of the park from Historic Environment Scotland | The connection from Dumbiedykes to Holyrood Park. Improved crossing opportunities on the loop around the Scottish Parliament building. Improved cycle and foot path from the Scottish Parliament building car park, across the playing fields to Royal Park Terrace towards Meadowbank. | ✓ | ✓ |
| Qr51 st leonards - canongate/ holyrood drive | 4 | Jan '24 | Phase 1 -Uphill cycle segregation on Holyrood Rd | | ✓ |
| Qr6 grange rd crossing (cumin place) | 20 | March '23 | New crossing for people cycling and walking (toucan crossing) | ✓ | ✓ |
| Qr8 balgreen road to edinburgh park | 22 | Sept '24 | Quiet Street improvements and new crossings | | ✓ |

| | | | | | |
|--|-----|---|--|---|---|
| Qr9 phase 1/2 | 23 | Winter 2024 | Improvements to the Pinkhill path at the crossroads behind Silvan House. Includes path resurfacing, vegetation cutback, improved lighting and signage and a new bench | | ✓ |
| Queensferry high school | 24 | March '23 | New path connection from Rosebery Ave/Dundas Ave area to Dalmeny station, south of Queensferry High School | ✓ | ✓ |
| Roseburn to the Union canal | 25 | 2024 | Connection from North Edinburgh Path Network at Roseburn to the Union Canal via new off-road path, including bridges and improvements to Dalry Park. | ✓ | ✓ |
| Smokey brae improvements | 26 | 24/25 | Providing improved cycle lanes and pavements | ✓ | ✓ |
| West Edinburgh link | 28 | Jan '25 | Segregated cycleways, crossings and enhanced pavements at Gogarloch, South Gyle, Bankhead, Wester Hailes and Clovenstone, as well as provision of a ramp at North Gyle Road and improved crossing at Glasgow Road. | ✓ | ✓ |
| George St | 32 | 2027/28 (construction to start late 2024) | Wider pavements, places to sit and either segregated cycle lanes or largely traffic free streets. | ✓ | ✓ |
| Dalry Town Centre | 33 | 2026 | Integrated improvements to public realm, walking, cycling and bus priority | ✓ | ✓ |
| Portobello Town Centre | 34 | 2025/26 | Integrated improvements public realm, walking, cycling and bus priority | ✓ | ✓ |
| The Causey Project (West cross causeway) | 21 | 2024 | Community-led scheme to improve West Crosscauseway as a place to spend time and walk, wheel and cycle through | ✓ | ✓ |
| Travelling safely ETRO schemes: | | Decisions on whether or not to make these trial schemes permanent will be made in Summer 2023 | | | |
| City Centre | | | | | |
| Princes Street East End | CC1 | Trial scheme running until Spring '24 | Bus Gate/Lane on Princes Street and South St David St | | ✓ |
| Waverley Bridge | CC2 | Trial scheme running until Spring '24 | Pedestrian area with limited vehicle access for servicing businesses | ✓ | ✓ |

| | | | | | |
|---|-----|---------------------------------------|--|---|---|
| South St David Street | CC3 | Trial scheme running until Spring '24 | Bus gate on to Princes Street | | ✓ |
| Cockburn Street | CC4 | Trial scheme running until Spring '24 | Pedestrianised area with limited servicing access from High Street | ✓ | |
| Victoria Street | CC5 | Trial scheme running until Spring '24 | Pedestrianised area with limited servicing access from George IV bridge | ✓ | |
| North ETRO | | | | | |
| West Shore Road and Marine Drive | N1 | Trial scheme running until Spring '24 | Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive | | ✓ |
| Broughton Street including Broughton St Roundabout and Bellevue to Canonmills | N2 | Trial scheme running until Spring '24 | Pavement widening and uphill cycle lane, improvements for pedestrian crossings and cycle segregation | ✓ | ✓ |
| Crewe Road South | N3 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Ferry Road | N4 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Arboretum Place | N5 | Trial scheme running until Spring '24 | Crossing point | ✓ | ✓ |
| East ETROs | | | | | |
| Seafield Street | E1 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Kings Place | E2 | Trial scheme running | Road closure | ✓ | ✓ |

| | | | | | |
|--------------------------------------|----|---------------------------------------|--|---|---|
| | | until Spring '24 | | | |
| Duddingston Road | E3 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Stanley Street/ Hope Street | E4 | Trial scheme running until Spring '24 | Road closure | ✓ | ✓ |
| Duddingston Road West | E5 | Trial scheme running until Spring '24 | Part cycle segregation (East end) and part road markings (due to available road width) | | ✓ |
| A1 Corridor | E6 | Trial scheme running until Spring '24 | Bus Lanes and cycle segregation | | ✓ |
| South ETROs | | | | | |
| Buccleuch St / Teviot Place | S1 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Causewayside | S2 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Mayfield Road | S3 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Old Dalkeith Road | S4 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Gilmerton Road | S5 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Quiet Corridor - Meadows / Greenbank | S6 | Trial scheme running | Series of road closures to motor traffic that provide a quiet, low-traffic on-street route for cycling | ✓ | ✓ |

| | | | | | |
|---|----|---------------------------------------|---|---|---|
| | | until Spring '24 | | | |
| Craigmillar Park corridor | S7 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Comiston Road | S8 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| West ETROs | | | | | |
| A90 Queensferry Road | W1 | Trial scheme running until Spring '24 | Bus Lanes and cycle segregation | | ✓ |
| Pennywell Road & Muirhouse/Silverknowes Parkway | W2 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Silverknowes Road (North section) | W3 | Trial scheme running until Spring '24 | Bus only road - with cycle segregation. | | ✓ |
| Silverknowes Road (South section) | W3 | Trial scheme running until Spring '24 | Part cycle segregation and part parallel quiet route via Silverknowes Court/Place, to avoid the need to use Silverknowes Road/ Parkway roundabout | | ✓ |
| Cammo Walk | W4 | Trial scheme running until Spring '24 | Road closure | ✓ | ✓ |
| Drum Brae North | W5 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Meadowplace Road & Ladywell Road | W6 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Fountainbridge Dundee St | W7 | Trial scheme running | Cycle segregation | | ✓ |

| | | | | | |
|---|-----|---|--|--|---|
| | | until Spring '24 | | | |
| Slateford Road A70) | W8 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |
| Lanark Road | W9 | Trial scheme running until Spring '24 | Cycle segregation (N.B. permanent new pedestrian crossing of Lanark Rd at Kingsknowe Park is being delivered in early-mid 2023, independently of the cycle segregation trial) | | ✓ |
| Longstone Road including Inglis Green Rd and Murrayburn Road | W10 | Trial scheme running until Spring '24 | Cycle segregation | | ✓ |

Table 2: Initial schemes identified to be delivered post 2026

| Scheme | Map number | Delivery date | Walking benefits | Cycling benefits |
|--|-------------------|----------------------|---|-------------------------|
| Portobello to musselburgh segregated cycle route | 16 | TBC | | ✓ |
| Powderhall railway | 17 | Under review | New path along former rail line from Lochend Park area to St Mark's Park. | ✓ |
| Lothian Road Boulevard | 29 | TBC | ✓ | ✓ |
| Charlotte Square | 30 | TBC | ✓ | ✓ |
| St Andrew's Square | 31 | TBC | ✓ | ✓ |
| Princes St East End | 37 | TBC | ✓ | ✓ |
| A8 Roseburn to Gogar | 38 | TBC | ✓ | ✓ |
| A70 Inglis Green to Dundee Street | 39 | TBC | | ✓ |
| Gilmerton to Cameron Toll and City Centre | 40 | TBC | | ✓ |
| Newcraighall to Cameron Toll via Craigmillar Town Centre | 41 | TBC | ✓ | ✓ |
| Newhaven to Portobello | 42 | TBC | | ✓ |

| | | | | |
|---|----|---------|---|---|
| West Edinburgh Transport Infrastructure Programme (WETIP) | 43 | 2027/28 | ✓ | ✓ |
|---|----|---------|---|---|

Table 3: Active Travel Actions currently being progressed by the Council from Local Development Plan 2010

| Scheme | Map reference number | Further details | Delivery date/timescale |
|--|-----------------------------|---|--------------------------------|
| Barnton Junction | P1 | Improvements to Barnton junction to improve conditions for walking and cycling | TBC –target 2026/27 |
| Lochend and Albion Road - active travel and placemaking improvements | P2 | Improve active travel conditions linking the Meadowbank Retail Park to Easter Road by undertaking junction improvements at Albion Road/ Easter Road junction. This includes carriageway reallocation to widen the footway, and upgrading the existing shared use path to Moray Park Terrace. | 2025/26 |
| Queensferry - walking, wheeling and cycling improvements | P3 | Improvements to active travel infrastructure to support journeys across the south of the town, including: improvements to NCN1, provision of high quality segregated cycle track, new pedestrian crossings and creation of a linear park with walking and cycling paths. Improvements are also proposed to local streets to improve walking and wheeling conditions to assist journeys towards the town centre. | 2025/26 |
| Leith Connections Phase 3 Hawthornvale to Seafield | P4 | Segregated cycle lanes connecting the end of the Hawthornvale path with Seafield | 2025/26 |
| Walk Cycle Wheel Burdiehouse | P5 | Segregated cycle lanes and improved pedestrian crossing connecting Burdiehouse to Kaimes junction | 2025/26 |

ATAP Appendix 4: Behaviour Change Actions

| | |
|--|--|
| | delivered as part of infrastructure projects |
| | priority group identified in market research |
| | priority group identified in City Mobility Plan |
| | non-priority group impacted by city-wide interventions |

| Action number | Intervention / Group | aim for 2023/2J24 | aim for 202J24/2J25 |
|---------------|--|--------------------------------|--|
| | The new starters | | |
| | <i>Primary school children.</i> | | |
| J24 | i) School travel plans for all primary schools in Edinburgh by 202J24 (Road Safety Action Plan - RSAP) | see RSAP | see RSAP |
| J21 | ii) Bikeability training for all schools | see RSAP | see RSAP |
| J28 | iii) Promotion of HUSS and 'walk once a week' (Living Streets) via RSAP school travel plans | 9 schools | 9 schools |
| J24 | iv) Running the 'walk once a week' programme | continue in 20 schools | increase by 9 schools pa |
| J28 | v) Location specific promotion of new/improved routes to school and local places - RSAP & Active Travel Action Plan (ATAP) - project specific | per school within project area | per school within project area |
| J21 | vi) Ride leader training for parents and support to set up bike/walking buses at schools with active travel routes/infrastructure | develop scheme | set up scheme for one school - scaled by new routes near schools in future years |
| J22, J25 | vii) Free bike hire event days & maintenance for families in most deprived SIMD areas with new active travel routes* | | |
| | Transitioning - young adults to adults | | |
| | <i>Young people J216-2J24, transitioning from secondary school to further/higher education and work. Good tradition of active travel and public transport use.</i> | | |
| | Provide Uni/college staff resource for delivering behaviour change actions: | set up and pilot | deliver across all J25 institutions in the city |

| | | | |
|----------|---|--|--|
| J21, J25 | ii) Bike skills & maintenance training for colleges and unis. (including women only groups) | set up and pilot | J21 session per month, J28 of which are women only |
| J28 | iii) Promotion of new/existing routes & key Walking and Cycling Index (WACI) stats | 2 institutions pa | 2 institutions pa |
| J24 | iv) Discounted bike equipment offer | set up and pilot | deliver across all J25 institutions in the city |
| J22 | v) e-Bike hire scheme* | | |
| J21 | vi) Ride leader training for uni/college bike groups/Bicycle User Groups (including women only groups) | set up and pilot | J28 sessions per year |
| J24 | vii) School travel plans for all secondary schools in Edinburgh by 202J24 (see RSAP) | see RSAP | see RSAP |
| | Active by need | | |
| | <i>People that tend to travel actively and by public transport for practical cost and convenience reasons.</i> | | |
| J28 | i) Provision of info on low cost, sustainable, reliable transport solutions through advertising, leaflets, maps and timetables, social media, websites, transport hubs and community events | linked to 3-J24 projects per year | linked to 3-J24 projects per year |
| J23 | ii) Promotion of availability of free and discounted bikes (Brake the Cycle, the Bike Station, etc) and cycle to work schemes | linked to 3-J24 projects per year | linked to 3-J24 projects per year |
| J25 | iii) Dr Bike Sessions offering free bike checks & maintenance - and/or 'pay what you can sessions' | in 3 areas pa | in 3 areas pa |
| J24 | iv) Competitions and online challenges that encourage people to walk and cycle more | pilot a regionally targeted approach | develop regional approach based on insights from previous year |
| J21 | v) Free adult cycle training and basic maintenance (including for specific groups, like women and ethnic minorities) | covering one area | covering four areas |
| J22 | vi) Bike hire scheme* | | |
| J26 | vii) Social prescribing of walking/cycling via local health centres and other orgs | covering two areas of the city | covering two areas of the city |
| | Active by choice | | |
| | <i>People travelling actively out of lifestyle choice</i> | | |
| J28 | i) Promotion of new and existing routes through social media, project updates and local campaigns | covered by general promotion to other groups | covered by general promotion to other groups |

| | | | |
|-----|---|--|---|
| J28 | ii) Active Travel community events, conferences and festivals to network, share good practice and celebrate progress and achievements | covered by general promotion to other groups | covered by general promotion to other groups |
| J28 | iii) Bike breakfast | four events, quarterly | four events, quarterly |
| | Third Age | | |
| | <i>Retired, active people, with increasing concern for environment and health.</i> | | |
| J27 | i) Promote cycling and walking groups | trial promotion | adjust/scale up promotion based on previous year |
| J27 | ii) Promote walks and cycles combined with visiting places of interest and coffee breaks, as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| J27 | iii) Promotion and demos of e-bikes | - | J28 projects pa |
| J27 | iv) Co-production campaigns and initiatives with health and wellbeing partners aimed at ageing well and keeping active, as part of a package of infrastructure promotion | - | 9 waves of promotion pa (total promotion package) |
| J21 | v) Free adult cycle training and buddy schemes to assist older people to regain confidence | develop scheme | deliver for J28 projects pa |
| | The occasionalists | | |
| | <i>People with positive attitudes to active travel but only occasional use.</i> | | |
| J24 | i) Targeted encouragement to entice more walking, cycling and public transport through incentive and reward programmes. Via businesses, health centres, Edinburgh Leisure | Explore social marketing ¹ approach to delivery | trial in two large-scale projects |
| J28 | ii) Local campaigns and videos highlighting the health, environmental and economic benefits of walking and cycling, as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| | The potentials | | |
| | <i>Families with children potentially amenable to active travel, but need encouragement</i> | | |

¹ 'Social marketing is about (a) influencing behaviour change, (b) utilising a systematic planning process that applies marketing principles and techniques, (c) focusing on priority audience segments, and (d) delivery a positive benefit for individuals and society...it relies heavily on "rewarding good behaviours" rather than "punishing bad ones" through legal, economic, or coercive forms of influence'

Nancy R Lee and Philip Kotler's 'Social Marketing: Behaviour Change for Social Good' (6th ed). SAGE Publications: 2020.

| | | | |
|----------|--|---|---|
| J21, J25 | i) Bike skills and maintenance training via work places and Edinburgh Leisure. | develop scheme | covering J28 projects pa |
| J28 | ii) Promotion of new/existing routes & key WACI stats | covered in general promotion, see Third Age ii) | covered in general promotion, see Third Age ii) |
| J28 | iii) Promotion (social media, lampost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| | Need a nudge | | |
| | <i>Other households potentially amenable to active travel, but need encouragement</i> | | |
| J21, J25 | i) Bike skills and maintenance training via work places and Edinburgh Leisure. | develop scheme | covering J28 projects pa |
| J28 | ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| J28 | iii) Promotion (social media, lampost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| | Regain confidence | | |
| | <i>Older people who doubt their ability to walk/cycle, but would be keen to walk a bit more if they had confidence.</i> | | |
| J21, J25 | i) Bike skills and maintenance training via workplaces and Edinburgh Leisure. | develop scheme | covering J28 projects pa |
| J28 | ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| J28 | iii) Promotion (social media, lampost wraps, letters) of existing active travel groups - Farr Out, Bike Station, Led walks | see Potentials i) | see Potentials i) |
| J22 | iv) E-Bike hire scheme* | | |
| | Mobility restricted | | |
| | <i>Mobility restrictions due to age, health or disability</i> | | |
| J28 | i) Promotion of adaptive bike and mobility aid friendly routes via disability group networks, as part of a package of infrastructure promotion | 9 waves of promotion pa (total promotion package) | 9 waves of promotion pa (total promotion package) |
| J22 | ii) Hire/Loan support to access adaptive bikes and mobility aids* | | |
| J24 | iii) School travel plans for all SEN/ASN schools in Edinburgh by 2024 (see RSAP) | see RSAP | see RSAP |
| | General promotion | | |

J28

Website development- improve web offering - all promotion re-directing to website

secure staff resource to support

*Dependent on Committee decision on the future of cycle hire in Edinburgh. The ATAP proposes that options for delivering a revived cycle hire scheme are kept under active review in line with committee decisions

ATAP Appendix 5: Monitoring

The Outcomes in this plan are derived from the (draft) Council Business Plan and National frameworks for Active Travel and the Active Scotland Outcomes Framework

| Outcomes | ATAP Objectives | Indicators | | Target | Data source | |
|---|--|--|---|---|--|----------------|
| <p>A: Improving the health and wellbeing of Edinburgh's citizens:</p> <p>Edinburgh's citizens are healthy, mentally and physically</p> | <p>A1 All of Edinburgh's citizens are physically active more regularly, for longer periods and throughout their lives</p> | A1a | % of all Edinburgh residents are walking and wheeling weekly | Increase | WaCI | |
| | | A1b | % of all Edinburgh residents are walking and wheeling at least 5 days a week | Increase | WaCI | |
| | | A1c | % of all Edinburgh residents cycling weekly | Increase | WaCI | |
| | | A1d | % of all Edinburgh residents cycling at least 5 days a week | Increase | WaCI | |
| | | A1e | Socio-Demographic make-up of people walking, wheeling and cycling (age, ethnicity, gender, disability) weekly and 5 days a week | Broaden | WaCI | |
| | | A1f | Frequency of Edinburgh's citizens walking and cycling for pleasure/exercise | Increase | WaCI | |
| | | A1g | % of people meeting guidelines, % doing some moderate/vigorous physical activity, and % walking only | Increase | Scottish Health Survey | |
| | | A1h | Journeys to school walked, wheeled or cycled | Increase | Hands up Scotland survey, WoW tracker data, WaCI, (Cycling Scotland Annual report) | |
| | | A2: Reduce noxious air pollution from road transport | A2a | kgs of NOx and kgs of particulates saved annually by people walking, wheeling and cycling instead of driving | Reduce | WaCI |
| | | <p>A3: Edinburgh's residents are less likely to suffer from lifestyle related long term health conditions</p> | A2b | Number of serious long-term health conditions prevented annually in Edinburgh as a result of Walking and Wheeling | Increase | WaCI (see p11) |
| A2c | Number of serious long-term health conditions prevented annually in Edinburgh as a result of cycling | | Increase | WaCI (see p11) | | |

| | | | | | |
|---|--|-----|--|------------------|---|
| <p>B: Improving equality and inclusion in Edinburgh:</p> <p>By 2030, Edinburgh's citizens aren't affected by transport poverty</p> <p>Everyone has equal opportunities in Edinburgh, regardless of background</p> | <p>B1: Walking and cycling are an affordable, accessible, and realistic option for all communities in Edinburgh</p> | B1a | % of investment in infrastructure that serves SIMD communities | Equal or greater | PCT, SIMD and ATINP investment programme GIS data |
| | | B1b | Levels of household access to a bike | Increase | Scottish Household Survey |
| | | B1c | % of residents within the D and E socio-economic category who are walking and wheeling and for their everyday journeys/once a week | Increase | WaCI |
| | | B1d | % of residents within the D and E socio-economic category who are cycling for their everyday journeys/once a week | Increase | WaCI |
| | | B1e | % of residents who are walking and wheeling looking at ethnicities, gender and disability | Increase | WaCI |
| | | B1f | % of residents who are cycling looking at ethnicities, gender and disability | Increase | WaCI |
| <p>C: Responding to climate change:</p> <p>By 2030, Edinburgh has a net-zero transport system</p> | <p>C1: More of Edinburgh's citizens choose to travel actively for their everyday journeys</p> | C1a | Annual CO2e emissions prevented through walking and wheeling trips | Increase | WaCI |
| | | C1b | Annual CO2e emissions prevented through cycling trips | Increase | WaCI |
| | | C1c | % of residents walking, wheeling & cycling for everyday trips (to school/education, work, shops, leisure) | Increase | WaCI |
| <p>D: Edinburgh as a great place to spend time in and travel through:</p> <p>Edinburgh is an attractive, safe and convenient place to move about on foot, wheeling and by bike, with pleasant streets to spend time in</p> | <p>D1: Edinburgh's streets are safer for those travelling actively in our city</p> | D1a | Perceptions of the safety of walking, wheeling and cycling in Edinburgh, including any differences by socio-economic background, race, gender and disability | Improve | WaCI |
| | | D1b | Perceptions of the safety of walking, wheeling and cycling in Edinburgh for children | Improve | WaCI |
| | | D1c | KSI rates per km cycled in Edinburgh | Reduce | Counter data + Casualty stats data |
| | | D1d | Kms of dedicated space for cycling in Edinburgh (traffic-free and segregated routes) | Increase | WaCI |

| | | | | | |
|--|--|-----|--|----------|---|
| | | D1e | % of households within 250-400m of the cycle network | Increase | GIS analysis |
| | D2: Reduce vehicular dominance and improve the quality of our streets | D2a | The proportion of Edinburgh's streets that are vulnerable to rat-running | Decrease | % of streets vulnerable to rat-running - WaCI |
| | | D2b | The proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood | Increase | WaCI |
| E: Supporting inclusive and sustainable economic growth: Edinburgh is a thriving city where the benefits are shared by all | E1: Increase the economic benefit to the region from walking and cycling | E1a | Economic impact on region and individuals from walking and cycling. | Positive | WaCI |

ATAP Glossary

A-board: a type of advertising board or sign that is typically erected on a pavement outside a business.

Active Travel: a collective term for walking, wheeling and cycling.

Behaviour Change: a temporary or permanent effect that is to have altered a person's behaviour (their choices and actions) when compared to their previous behaviour.

Cycling: is a generally self-evident term that refers to riding of a bicycle. However, the term includes the use of e-bikes, cargo bikes, trikes, adapted bikes and handcycles.

Developer: a business or organisation that takes on the role of preparing a site for development, and/or undertakes the site development work.

Guardrail: a form of metal fencing placed at the edge of pavement to further separate pedestrians from live traffic.

Masterplan: an overarching planning document and spatial layout which is used to structure land use and development.

Stakeholder: a group, organisation or individual(s) who has a specific interest in or is affected by a project, action plan or strategy.

Segregation/Segregated cycleways: a dedicated space/route for a cyclist to use that is separated from other traffic and pedestrians.

Wheeling: refers to people using a mobility scooter, wheelchair, or other wheeled mobility aid, as well as people walking with pushchairs and prams. In this document we generally use the terms walking and wheeling together.

Appendix 2 - Cost Breakdown

Costs range of £824m - £1.124bn includes allowances for Design, Site Investigations, Project Management, Diversionary Works, Monitoring & Evaluation and Risk and Optimism Bias, as well as Construction. They make a number of assumptions around length of facilities and number of junctions to be improved which will require further work as part of a business case.

These costs are in addition to the current investment of £118m committed as part of the Active Travel Investment Plan.

Table 1: Breakdown of costs by category and range (£ m)

| Category | Lower | Upper |
|---|-------|-------|
| Crossings | 14 | 14 |
| Accessible streets (e.g. dropped kerbs) | 236 | 236 |
| Main road cycle segregation/network | 212 | 247 |
| Off road paths/ paths adjacent to rural roads | 70 | 99 |
| Shopping streets | 26 | 26 |
| Junctions | 151 | 389 |
| Bridges and ramps | 57 | 57 |
| Quiet route network | 6 | 6 |
| Liveable neighbourhoods | 50 | 50 |
| Total | 824* | 1,124 |

These can be summarised by mode to show contributions related to walking and wheeling or cycling as follows:

Table 2: Breakdown of costs by mode and range (£m)

| Category | Lower | Upper |
|----------------------|------------|---------------|
| Walking and wheeling | 251 | 251 |
| Cycling | 212 | 247 |
| Both | 361 | 627 |
| Total | 824 | 1,124* |

Note: All figures are rounded to the nearest million. This means that the sum of the rounded subtotals for the lower estimate* in table 1, and the upper estimate* in table 2 do not exactly equal the rounded total cost.

Appendix 3 - Use of street space by different modes of transport

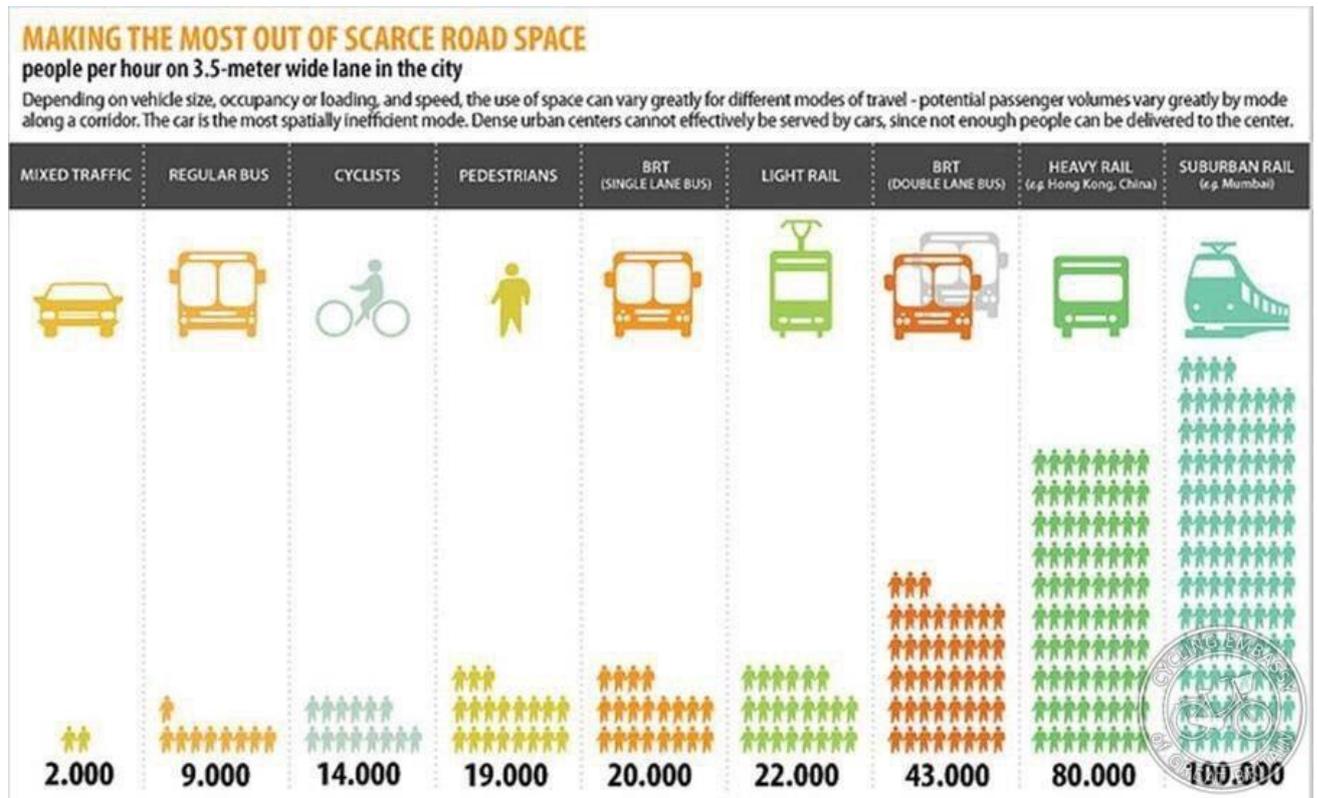


Image copyright: Cycling Embassy of Great Britain

<https://www.cycling-embassy.org.uk/dictionary/capacity>

Appendix 4 - Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1. Active Travel Action Plan (ATAP)

2. What will change as a result of this proposal?

The Active Travel Action Plan, covering the period for 2022-30, sets out our delivery programme for active travel interventions, and is derived from the City Mobility Plan. We are investing in improving conditions for walking, wheeling and cycling around the city. The ATAP aims to enable more people in Edinburgh to walk, wheel and cycle more safely and more often.

Measures included in the plan are:

- Expanding the city's cycle network, with more cycle segregation on main roads, as well as measures creating quieter streets for cycling
- Improvements to our off-road path network
- Improved walking environment
- Reduced distances for crossing roads
- Better quality crossings with less waiting time to cross
- Safer environment with less obstacles and hazards (especially for wheelchair users)
- Behaviour change "packages" of interventions, targeted at specific audiences, including groups with protected characteristics

The ATAP is an overarching plan for our city's active travel improvements. Individual schemes coming out of the ATAP will undertake project specific IIAs and consultation processes.

3. Briefly describe public involvement in this proposal to date and planned

Living Streets and Spokes have been engaged in workshops as key stakeholders for the ATAP, and feedback from the public consultation for the Traveling Safely programme has informed the proposed cycle network and types of interventions in the ATAP.

The plan for future consultation and engagement is a combined approach with the other action plans related to the City Mobility Plan, with a public consultation on the Consultation Hub and appropriate engagement with key stakeholders and target groups identified as priorities in the CMP. A key focus will be engagement with the access panel, groups with protected characteristics, and groups that have been flagged as potentially affected by the ATAP in this IIA.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

Yes. The ATAP will play a key role in the city's bid to tackle inequalities and will deliver a green, sustainable and affordable form of transport to residents and visitors.

5. Date of IIA

28 September 2022

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

| Name | Job Title | Date of IIA training |
|--------------------------|--|-----------------------------|
| Sarah Feldman | Transport Officer (Active Travel) Lead Officer | 05/11/2020 |
| Martyn Lings | Senior Project Manager (Active Travel) | 2018 |
| Michael Mackenzie | Transport Officer (Active Travel) Report writer | N/A |
| Eileen Hewitt | Transport Officer (Active Travel) Facilitator | 25/08/2019 |
| | | |

7. Evidence available at the time of the IIA

Evidence available at the time of the IIA

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal |
|--|---|---|
| Data on populations in need | Census 2011 National Records for Scotland 2017 Mid-year estimates | Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by a further 12% to 2043. This is partly due to an aging population – the number of people over 75 will nearly double by 2043. |
| Data on service uptake/access | Census 2011 | Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas. Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD. |
| Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation. | Census 2011 | <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%). The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p> <p>In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive.</p> |
| Data on equality outcomes | The Edinburgh Walking and Cycling Index (Sustrans 2022) | Cycling - Proportion of residents who cycle at least once a week Gender: 35% of men, 17% of women. |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal |
|------------------------------|---|--|
| | | <p>Ethnicity: 15% of people from ethnic minority groups, 27% of white people Disability: 15% of disabled people, 29% of non disabled people Walking - Proportion of residents who walk or wheel at least 5 days a week Gender: 66% women, 67% men Ethnicity:60% of people from ethnic minority groups, 68% of white people Cycling Safety - 34% of residents think the level of safety for children is good 49% of non disabled residents think the level of cycling safety is good compared to 33% of disabled people Walking safety - 59% of residents think the level of safety for children walking is good 81% of non-disabled residents think the level of walking safety is good in their local area compared to 69% of disabled residents.</p> |
| Research/literature evidence | <p>Futureedinburgh</p> <p>The Pedestrian Pound</p> <p>UK and International Evidence showing beneficial economic impacts to businesses</p> | <p>The Active Travel Action Plan is informed by a number of other strategies including</p> <p>National Transport Strategy City Mobility Plan City Plan 2030 City Centre Transformation Climate Change Strategy</p> <p>Research by Living Streets reveals that well planned improvements to public spaces within town and city centres have been shown to boost commercial trading by 40%.</p> <p>Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal |
|---|--|--|
| | where space for walking | |
| Public/patient/client experience information | The Edinburgh Walking and Cycling Index (Sustrans 2022) | 31% of residents think their streets aren't dominated by vehicles. 61% support low traffic neighbourhoods and 59% said fewer motor vehicles on streets would be better for both walking and cycling. |
| Evidence of inclusive engagement of people who use the service and involvement findings | Consultation with Edinburgh Access Panel and Living Streets on Edinburgh Street Design Guidance (ESDG) | <p>Consultation on the ESDG has shaped the design and development of the new infrastructure projects that are underway in Edinburgh city including George Street and First New Town, City Centre West to East Link, Meadows to George Street and West Edinburgh Link. Examples of the changes incorporated into the designs which improve the travel experience for people with a disability are:</p> <ul style="list-style-type: none"> • making junctions more pedestrian friendly by providing sharper corner radii to slow down turning vehicles, widening the use of raised road junctions, introducing 'continuous pavement' at side road crossings and providing pedestrian phases and advanced cycle stop lines at all signalled junctions; • reallocating road space for the benefit of cyclists and pedestrians by using narrower and/or fewer vehicle lanes to reduce traffic speeds and to make streets more flexible to enable either better provision for cyclists or wider pavements; • providing crossings for pedestrians and cyclists (eg 'pelican' and 'toucan' crossings) on desire lines and closer to junctions; • making pavements more accessible for those with pushchairs, prams |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal |
|--------------------------|---|---|
| | | <p>and reduced mobility by keeping the walking area of the footway as level as possible, including at driveway crossings;</p> <ul style="list-style-type: none"> • minimising the use of guardrails; • providing tactile paving and dropped kerbs at all crossing points and 24 hour protection from parking across these crossing points; • providing 'walking zones' clear of obstacles on footways; • de-cluttering streets by minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions; • in order to help reduce speeds, generally not reinstating road centrelines anywhere on the 20mph network, other than on strategic routes and the immediate approach to signalled junctions and stop lines/give ways. |
| Evidence of unmet need | ATAP 2016 , Edinburgh Walking and Cycling Index 2022, City Mobility Plan Commonplace website | <p>Demand for better cycling infrastructure and a safe and connected network is high. There is an urgent need to aid and encourage more sustainable ways of travelling if we are to meet our 2030 net zero target.</p> <p>At the start of Covid and as part of the Spaces for People Programme, residents put forward requests for measures to make it easier and safer to get around</p> |
| Good practice guidelines | Edinburgh Street Design Guidance Getting home safely | <p>Best practice guidance for street design to be followed during design.</p> <p>Focusing on women’s safety, the toolkit and guidance informs the process of assessing where and how safety can be improved, supported by walking site audits and current best practice.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal |
|---|---|--|
| | National Standards of Community Engagement | The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement. |
| Carbon emissions generated/reduced data | Air Quality Monitoring Stations, Scottish Government Monitoring | Transport accounts for just under a third of Edinburgh’s emissions. Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government |
| Environmental data | Yes | Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan |
| Risk from cumulative impacts | | Cumulative impacts may come about as a result of the Low Emission Zone, City Mobility Plan, City Centre Transformation and City Plan 2030. Focus on equalities and inclusion will remain strong as policies are further developed and implemented. |
| Other (please specify) | Highway Code | Greater priority given to pedestrians and cyclists |
| Additional evidence required | No | |

8. In summary, what impacts were identified and which groups will they affect?

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|--|-----------------------------|
| <p>Positive</p> <p>The impacts resulting from the ATAP are expected to be predominantly positive; improving the inclusiveness and accessibility of our streets, improving the connectivity of the walking and cycling network, creating a safe and attractive environment for people to relax and enjoy.</p> <p>The positive impacts for equality, health wellbeing and human rights relate to the following measures and interventions.</p> <ul style="list-style-type: none"> • Better crossing facilities • Wider pavements at key locations | |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|--|--|
| <ul style="list-style-type: none"> • Level pavements • Continuous footways providing pedestrian priority and a level walking surface • Safer and more accessible cycling routes connecting to local amenities • More seating and resting points • Better separation of pedestrians and cyclists creating a safer environment • Removal of street clutter • Improved infrastructure that makes streets safer for school journeys • Protected cycle lanes enabling children to be safer and more independent. • School Travel Plans with practical measures such as School Streets which help to improve access to schools by creating safer streets and allowing pupils who are able to walk and cycle • Informal learning through placemaking • Less car dominated spaces promote more resilient communities where families can come together on initiatives such as walking and cycling buses and play streets • Better quality footways (dropped kerbs, wider pavements, tactile surfaces, removal of street clutter) • Better crossing facilities • Safe space for cycling for those using accessible cycles (provided spaces meet specification of adapted cycles) • Barrier removal to access off road path network • Ramp improvements • Increased travel choices helping people to access amenities and green spaces and improving inclusion and independence. • Extension of 20mph speed limits will help improve road safety, encourage people to walk, cycle and make streets more people friendly • Improved lighting and introduction of new cycle infrastructure on main roads will mean less reliance on off road network which will improve personal safety especially for women and LGBTQIA • Secure bike parking to reduce crime. When people walk, wheel or cycle around their neighbourhoods they are much more likely to meet and interact, creating community cohesion and social surveillance. | <p>Older people, pedestrians and disabled people</p> <p>Young people and children</p> <p>Disabled people</p> <p>All; particularly young people and children and parents/carers; disabled people</p> <p>Women, LGBTQIA</p> <p>All</p> |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|---|---|
| <ul style="list-style-type: none"> • Improved mental and physical health due to increased uptake in active travel. • Investment in cycling and walking infrastructure offers improved access to employment opportunities and local services through low cost transport options for people with no access to a car and those unemployed and on low incomes. • Supporting active leisure trips to coastal areas, improves the quality of life and encourages economic activity at coast locations eg Cramond, Portobello, Granton and Silverknowes. • Improvements to public spaces and good environments for walking and cycling encourage people to relax and spend more time in the area. Ultimately, a positive impact on retail is expected in line with evidence from elsewhere in the UK. • Investment in active travel offers safe and affordable options when bus schedules are less convenient or at night when there is less passive surveillance • The ATAP consultation process will enable people to participate in the decision making process and influence the planning and design of Active Travel Schemes. | <p>All</p> <p>Unemployed and people on low incomes</p> <p>Coastal communities</p> <p>Business community</p> <p>Shift workers</p> <p>All</p> |
| <p>Negative</p> <ul style="list-style-type: none"> • Reduced parking opportunities at some locations. • Potential impacts on parking availability on days of worship • Loss of parking might have a disproportionate impact on Muslim community accessing the Mosque. • Safety concerns about shared space • Potential for streets to be less legible or changes making more complex street environments (challenging for conditions like dementia and autism) • Floating bus stops, floating parking spaces and continuous footways can be difficult for some people to navigate and there is some concern from user groups that these may increase pedestrian/vehicle conflict resulting in stress and/or confusion over user priority. • Walking and Cycling Index shows lower proportion of minority ethnic people walk and cycle meaning | <p>Older people and carers People with different religions or beliefs Minority ethnic people</p> <p>Older people, Disabled people</p> |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|--|--|
| <p>the immediate benefit of these schemes will be lower for these communities</p> <ul style="list-style-type: none"> • Refugees and asylum seekers may not have access to bikes, meaning immediate benefits of cycling interventions will be lower for these communities • Larger families more likely to be reliant on cars and less likely to directly benefit from ATAP as a result • Residents in rural/semi rural areas are more likely to be car reliant and less likely to directly benefit from ATAP as a result <p>Mitigation:</p> <ul style="list-style-type: none"> • Ensure appropriate engagement is undertaken, on a project by project basis with groups who are most negatively impacted by potential loss • Attention to be given to making sure correct use of disabled parking is enforced, so spaces are available for those who need them • All measures are subject to a detailed design and risk assessment process being followed. Designs are based on the layouts in the Edinburgh Street Design Guidance. • Early installation of interventions to be monitored, particularly in regards impact on vulnerable road users • A fundamental principle of the floating bus stops is that the street markings clearly indicate to people cycling that they should give way to people embarking/alighting buses • Brake the Cycle offer an access to bikes programme in Edinburgh. Edinburgh and Lothians Regional Equality Council (ELREC) offer support with free cycling classes. • Note the Council's ambition to revive Bike Hire scheme, providing access to bikes • A Behaviour Change Programme is to be included in the ATAP, engaging and supporting people to walk, wheel and cycle instead of driving. The Council runs an annual programme of behaviour change initiatives to encourage walking, cycling and sustainable travel through behaviour change initiatives supported by Smarter Choices Smarter Places. | <p>Refugees and asylum seekers</p> <p>Larger families Rural/semi-rural communities</p> <p>Business community</p> |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|--|----------------------|
| <ul style="list-style-type: none"> • Communication programme to encourage safe and considerate behaviour and use of off-road paths • Close liaison with stakeholder organisations representing disabled people, including the Edinburgh Access Panel, RNIB, National Federation of the Blind, Guide Dogs Scotland and Mobility Access Committee Scotland. • Ensure people who use Blue Badges for access and parking can continue to do so. | |

| Environment and Sustainability including climate change emissions and impacts | Affected populations |
|---|--|
| <p>Positive</p> <p>Walking and cycling make very efficient use of road space so helping to reduce the impact of congestion and pollution. Replacing short car journeys with active travel journeys (a large proportion of car journeys in Edinburgh are under 1 mile) will help to promote a healthy city and environment.</p> <p>The ATAP presents a range of measures outlined below that will reduce carbon emissions and support the Council's ambition to be Net Zero by 2030.</p> <ul style="list-style-type: none"> • Planting street trees and greenery will have a positive impact not just on greenhouse gas emissions but also on local drainage and water management. • Increased biodiversity in the city in partnership with Biodiversity action plan. Opportunities exist as part of placemaking and improvements along Active Travel routes. • Use of active modes of travel such as cargo bikes resulting in less cars, less pollution from tyres, brake dust and exhaust particulates • Support of brownfield development approach as part of City Plan • Active travel journeys provide an alternative to public transport during pandemics such as Covid 19. • Active travel reduces the risk of accidental injury due to increased safety for all users | <p>All, particularly young people and older people and those most affected by poor air quality</p> |

| Environment and Sustainability including climate change emissions and impacts | Affected populations |
|--|-----------------------------|
| <ul style="list-style-type: none"> • More on-road routes will reduce pressure to provide harder surfaces leading to more run-off into water sources on off-road routes • 20 minute neighbourhoods reduce need to travel large distances and support sustainable modes of transport, place making and access to green spaces. | |
| <p>Negative</p> <ul style="list-style-type: none"> • Potential negative impacts associated with the displacement of traffic, congestion and pollution in the environment • Construction materials can be carbon intensive (shipment of materials, raw materials, energy used to build) • Tar, cement and other raw materials have negative environmental impacts <p>Mitigation</p> <ul style="list-style-type: none"> • Over time we would expect some business journeys and deliveries to be undertaken by active travel. • By reducing the width of roads, the speed of traffic and encouraging active travel, traffic noise will be reduced with benefits for health and wellbeing. • Assess ways to specify more sustainable construction materials and construction delivery methods where possible and practicable to help achieve net zero carbon. | All |

| Economic | Affected populations |
|---|-----------------------------|
| <p>Positive</p> <ul style="list-style-type: none"> • Place making and good quality public realm in town centres and across the city helps to attract new investment, increase footfall and regenerate the area. It is considered that businesses will benefit from increased 'liveability' thanks to more street trees, wider footways, seating and meeting places, slower speeds. More people attracted to spend time in | Local businesses |

| Economic | Affected populations |
|---|---|
| <p>shopping streets where they feel safer and the environment is generally more pleasant</p> <ul style="list-style-type: none"> • Affordable, accessible public transport and active travel will benefit young people accessing education and help provide access to employment opportunities for people seeking work. • Lower fuel usage with active travel modes | <p>Young people, unemployed, deprived communities</p> |
| <p>Negative</p> <ul style="list-style-type: none"> • During construction there may be a negative impact on retail in the area. • Reduction of parking and loading overall, constrained times, changed locations, potential impact on residents and businesses to carry out loading or deliveries, impact on loading from wider footways <p>Mitigation</p> <ul style="list-style-type: none"> • “Businesses open as usual” signs to be included on fencing for potentially impacted businesses when construction is taking place • The construction of new walking and cycling infrastructure will create a significant number of construction jobs, in turn creating opportunities for suppliers and for local businesses who will benefit from custom from people working on the project. As with all major construction contracts there will be community benefits such as apprenticeships and training opportunities. • There is potential to change servicing and loading to key times of day and encourage more sustainable forms of servicing such as cargo bikes. • Project-level engagement with businesses to minimise negative impact on loading and customer numbers during construction. | <p>Businesses</p> |

- 9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

As part of the Council's procurement process due regard is required to be given to all equalities and rights, environmental and sustainability impacts when undertaking work for the Council.

- 10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

A range of communication methods will be used to reach out to different types of people. Community involvement (listening and acting on stakeholders views) will remain a key element of the development of the ATAP. Formats will be designed to be understood by a range of population groups. Residents are encouraged to use our translation service if they have language/visual requirements.

- 11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

An SEA was carried out for the City Mobility Plan, under which this project falls.

- 12. Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

No

- 13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

| Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts) | Who will take them forward (name and job title) | Deadline for progressing | Review date |
|---|--|---|--------------------|
| <i>Attention to be given to making sure correct use of disabled parking is enforced, so spaces are available for those who need them:</i> Explore our approach to parking enforcement in Blue Badge spaces and whether this needs to be updated in line with the Parking Action Plan | ATAP project team with the Parking Team. Phil Noble, Active Travel Team Leader Gavin Graham, Parking team Leader | To be agreed following adoption of the plan | October 2023 |
| <i>Early installation of interventions to be monitored, particularly in regards impact on vulnerable road users:</i> agree ATINP-wide approach to monitoring | Phil Noble Travel Team Leader Alastair Anderson, Senior Project Manager, Active Travel | June 2023 | April 2023 |
| <i>Communication programme to encourage safe and considerate behaviour and use of off-road paths:</i> to be planned and resourced | Judith Cowie, Active Travel Project Officer | To be agreed following adoption of the plan | October 2023 |
| <i>Ensure people who use Blue Badges for access and parking can continue to do so:</i> agree ATINP-wide approach for Blue Badge parking and access | ATAP project team with the Parking Team. Phil Noble, Active Travel Team Leader Gavin Graham, Parking team Leader | To be agreed following adoption of the plan | October 2023 |
| <i>Assess ways to specify more sustainable construction materials and construction delivery methods where possible and practicable to help achieve net zero carbon:</i> Senior Project Manager from Active Travel to sit on Scottish Government Civil Engineering Construction Framework steering group, which will set standards for sustainable construction | Andrew Easson, Active Travel and Road Safety Team Leader | To be agreed following adoption of the plan | October 2023 |
| <i>“Businesses open as usual” signs to be included on fencing for potentially impacted businesses when construction is taking place:</i> | Phil Noble, Active Travel Team Leader | To be agreed following | October 2023 |

| Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts) | Who will take them forward (name and job title) | Deadline for progressing | Review date |
|--|---|--------------------------|-------------|
| agree ATIP-wide approach where construction near business accesses will occur | Judith Cowie, Active Travel Project Officer Catriona Mckenna, Senior Communications officer | adoption of the plan | |

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

Post implementation research will identify whether the ATAP has improved the travel experience of equality groups. CEC will periodically review data to determine any substantial demographic changes in the area over time. Pedestrian and cycle counts will be undertaken at strategic counts on the network to collect data and interpret the effect of the ATAP on footfall and cycle lane usage.

16. Sign off by Head of Service

Name Daisy Narayanan

Date 20/02/2023

17. Publication

Completed and signed IIAs should be sent to: integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments
Edinburgh Integration Joint Board/Health and Social Care
sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/