



CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Active Travel

Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Contents

Purpose.....	2
Improving walking and wheeling in Edinburgh.....	4
Improving cycling in Edinburgh.....	199
Joint Actions - A safer and better city for active travel.....	37
Planning & designing streets for Active Travel.....	47
Accessing our green spaces and going for leisure cycles.....	51
Supporting and encouraging people to walk, cycle and wheel.....	55
Working together to deliver a walkable and fully accessible city, where cycling is also a realistic choice for all.....	61
How we will deliver this plan.....	63
Harnessing Innovative Solutions.....	66
Appendix 1: Additional maps.....	68
Appendix 2: Active travel Investment Programme and Local Development Plan Active Travel Actions.....	70
Appendix 3: Cost Breakdown.....	82
Appendix 4: Behaviour Change Actions.....	84
Appendix 5: Glossary.....	90

Purpose

This paper augments and supports the delivery of the Council's [City Mobility Plan](#) (CMP). It provides further details on the actions required to deliver enhancements to and expansion of the city's active travel network to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Enhancing conditions to support safe and inclusive active travel is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

The actions set out in this paper generally support the following CMP objectives and policy measures:

Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 – Supporting Behaviour Change
	PEOPLE 2 – Travel Plans
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 9 – Regional Interchanges
	MOVEMENT 14 – walking and wheeling
	MOVEMENT 15 - Cycling
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 19 – Mobility hubs
	MOVEMENT 21 – Speed limit reductions
	MOVEMENT 23 – Mitigate Conflict in Shared Spaces
Improve the safety for all travelling within our city.	MOVEMENT 24 – Safe and accessible paths and streets
	MOVEMENT 25 – Strategic approach to road space allocation
Reduce the need to travel and distances travelled.	PLACE 1 – Edinburgh City Centre Transformation
	PLACE 2 – 20 minute neighbourhoods
Reduce vehicular dominance and improve the quality of our streets	PLACE 4 – Liveable Places
	PLACE 7 – Street Design

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.

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 the

section titled, 'Joint Actions – A safer and better city for Active Travel'.

Making pavements and street crossing points useable by everyone – 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 3400 km (over 2100 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:** *Install dropped kerbs and accompanying tactiles in priority locations and, where required, at the same time as undertaking pavement resurfacing work.*

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

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 crossing distance for people walking and wheeling.

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.

Photograph showing a typical side street 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 this plan, we will change the layout of junctions at side streets to make 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.

Photos showing a 'bellmouth' junction in Edinburgh and the extent of carriageway someone walking or wheeling along this street has to cross



Photos showing a 'raised table' and a 'continuous footway', both of which improve the visual priority for people walking and wheeling across the side street junction



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:** Complete review of minor road junctions outwith the Capital Roads Renewals Programme to identify priorities for pedestrian crossing improvements by tightening up 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 'Delivering Actions for Parking – Supporting Information' paper 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 'Planning and Designing Streets for active travel' section). 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.

Photos showing a footway where the full pavement slopes down to meet the carriageway (top photo) and where a steep slope at the carriageway edge has been used to deliver a flatter pavement (bottom photo)





- **Action:** Prepare and implement revised prioritisation programme and procedures to deliver smooth, trip-free and level pavements following review of pavement renewals programme and approach to pavement reconstruction.

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, sometimes bollards, as well as temporary signage for traffic management. 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 this 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. We will look to prioritise our town centres for pavement decluttering.

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:** Prepare, cost and commence programme of pavement clutter rationalisation, focusing on pole and signage rationalisation.
- **Action:** Prepare, cost and commence programme of guardrail removal.
- **Action:** Continue enforcement of temporary on-street advertising boards (A-Boards) ban

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:** Prepare prioritised programme and commence implementation of rest spot/bench installation

The EASI programme will ensure that:

1. our eight town centres and all retail high streets will be easily accessible in a wheelchair or with a pram

2. our neighbourhoods will increasingly become accessible to walk around, with a focus on access to bus stops, local shops and other local facilities.

We will set out milestones for the EASI programme as part of the development of the business case and detailed delivery plan for this paper.

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 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.

Photo of Merchiston Avenue and Yeaman Place junction before changes were made



Photo of the junction after the width has been reduced and tactiles and dropped kerbs have been installed



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 this 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 more comfortable or quicker

Aiming to provide more waiting space on central islands or, where appropriate, replacing two-stage crossings with single-stage crossings.

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 when works take place near existing crossing islands, we will consider whether providing more waiting space in central islands may be beneficial, noting this preference to single-stage crossings by more vulnerable

pedestrians. Where adequate time can be given to cross, with a regular frequency of 'green man' opportunities, we will look to install single-stage crossings.

- **Action:** *When works take place on junctions and crossings with central islands, review whether islands require more space or whether single stage crossings may be suitable.*

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.



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.

Photo of an example of a refuge island crossing



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. 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.

Adapting traffic signal timings to provide more crossing time, at times of day when lots of people need to cross the street (for example 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 increase the frequency of crossing opportunities.

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

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 Our Future Streets (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.

Photo of an example of a 'standalone' signalised pedestrian crossing



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.

Photo of an example of a signalised pedestrian crossing as part of a junction, where traffic lights also control when vehicles can move between streets



- **Action:** Produce proposed approach/review signalised junctions to improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle in priority locations.
- **Action:** Maintain the number/proportion of standalone signalised 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 5.

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.

Joining up journeys with our public transport network

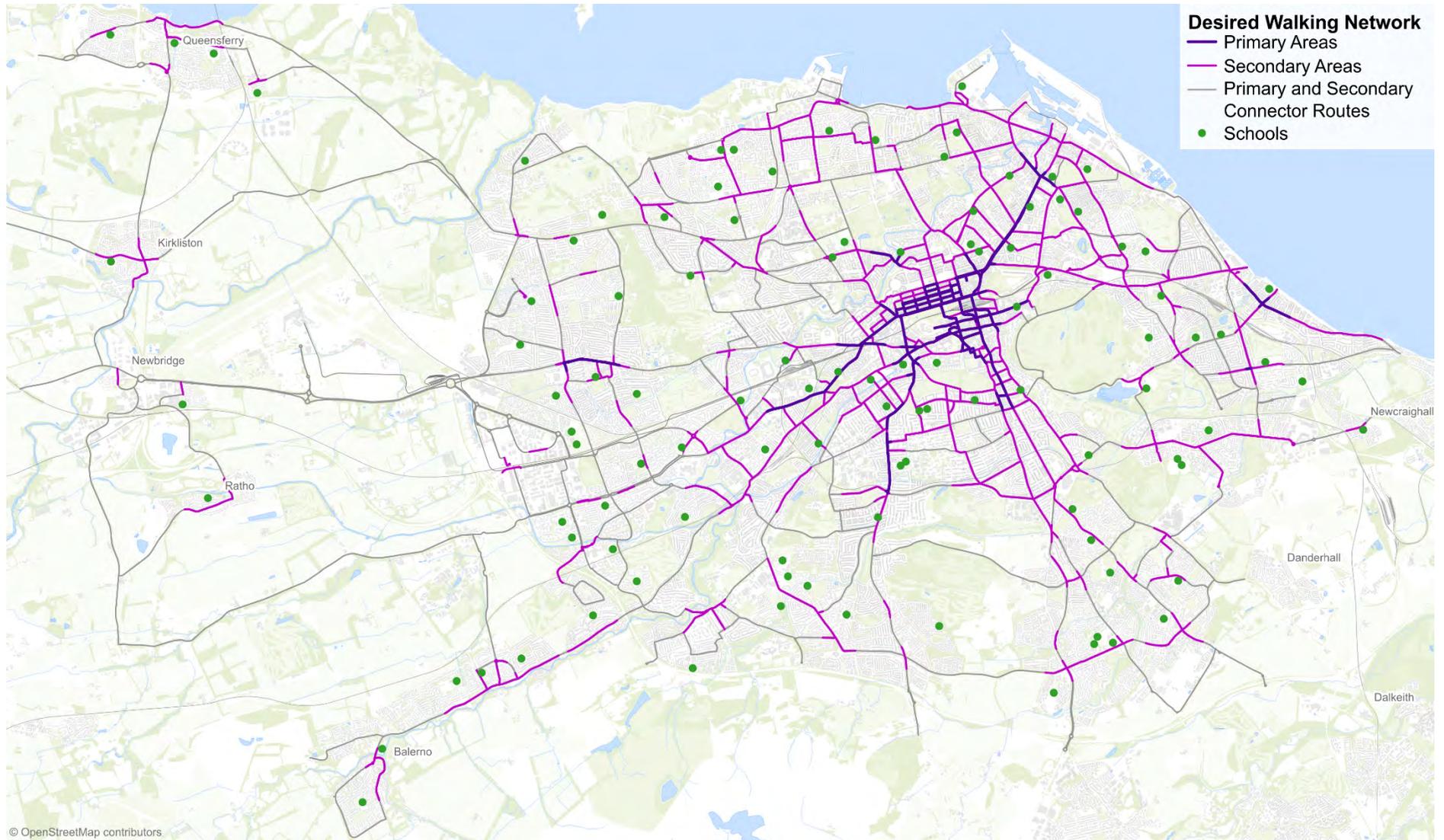
We know that sometimes walking or wheeling is only part of your journey. Every public transport journey involves some degree of walking or wheeling to get to and from the bus/tram stop or train station. Expanding Edinburgh's public transport network over the next 10 years will increase the number of 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, over time, make sure all streets that are part of a bus route have dropped kerbs and tightened up kerb radii at side road junctions.

Active Freeways

As referenced in the section below on improving cycling, 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 cycle and walking networks.

Figure 1 Our Future Streets (Circulation Plan) Walking network



Delivering the current Active Travel Investment 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. See Appendix 2.

- **Action:** *Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 2)*

Future Plans - increasing investment in walking

Under this plan it is proposed to increase the emphasis on investing in walking. Key themes for this increased investment will be:

- The proposals for the city centre as part of the Our Future Streets (Circulation Plan) initiative, a core focus of which is making the centre a better place to walk and spend time
- Town centre upgrade projects, including Craigmillar, Dalry (with potential for extension to Gorgie), Gorgie and Portobello
- Liveable Neighbourhood projects – focusing on delivering the EASI and ABC programmes on an area-wide basis (see also joint actions)

More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

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 min 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.

This section sets out what we plan to do to overcome barriers to cycling or cycling regularly and deliver on our vision for cycling in Edinburgh.

Developing and enhancing Edinburgh's Cycle network

Safety concerns, particularly from motor traffic are one of the major barriers to people choosing to cycle in Edinburgh. To overcome this, we are looking to expand our cycle network.

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 make much greater use of segregated cycle tracks on main roads, as well as unsegregated on-street routes that have low volumes of motor traffic. Some use of the off-road path network will however remain unavoidable, as identified in the Our Future Streets (Circulation Plan).

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. 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 Our Future Streets (Circulation Plan).

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

- the primary network. This mostly 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 cycle and walking networks.

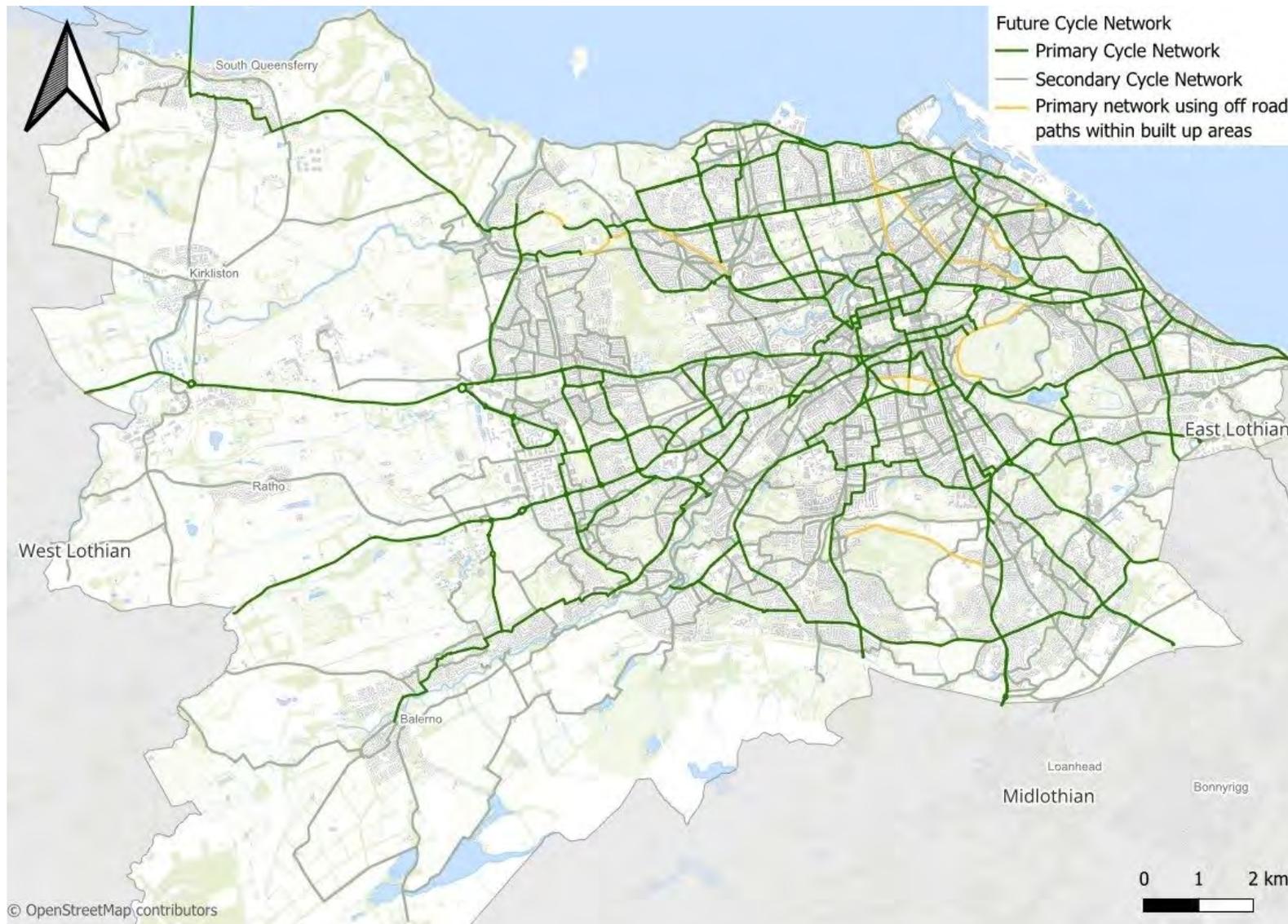
Delivering the primary network will represent a significant challenge, given the limited roadspace available and our aims to also improve conditions for walking and make our public transport system even better. Our Future Streets (Circulation Plan) will help inform the necessary prioritisation of use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

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 the section titled 'Accessing our green spaces and going for leisure cycles.'

Photo of an example of a segregated cycle lane



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



More detail on Edinburgh's proposed cycle network including classification of Primary and Secondary networks can be found in 'Our Future Streets - a Circulation Plan for Edinburgh'

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.

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.

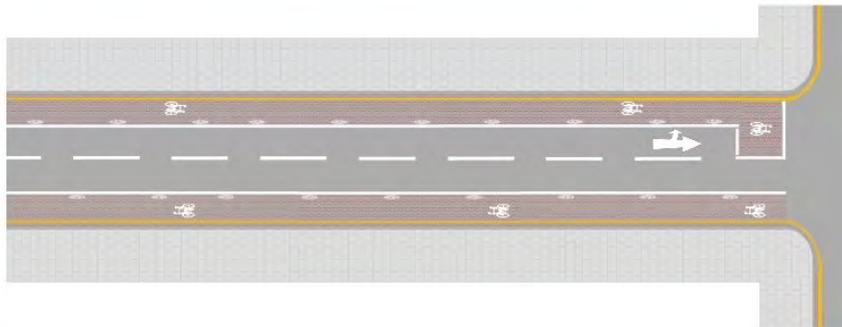
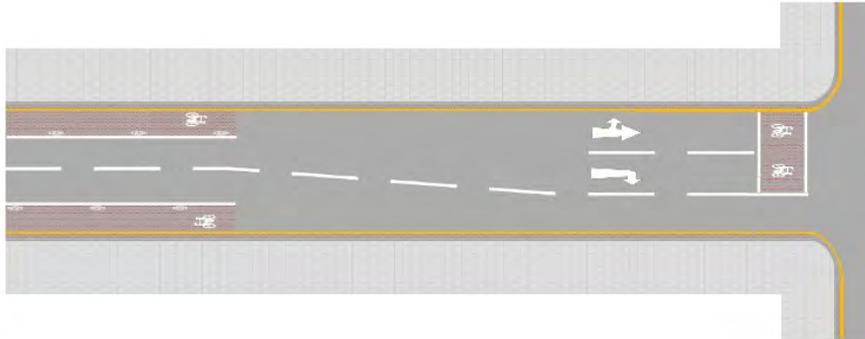
To deliver a joined-up cycle network, in these locations we will consider options such as:

- 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.
- 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.

Diagrams illustrating how the removal of a turning lane can create space to provide segregation up to a junction



CASE STUDY: Extending Edinburgh's 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.

Photo showing a segregated cycle track that is separate and at a different height to the pavement and carriageway on either side of it.



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.

Photo of a segregated cycle track running along a street past a parade of shops. The cycle lane is at a different height to the pavement and the road



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 pavements, 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.

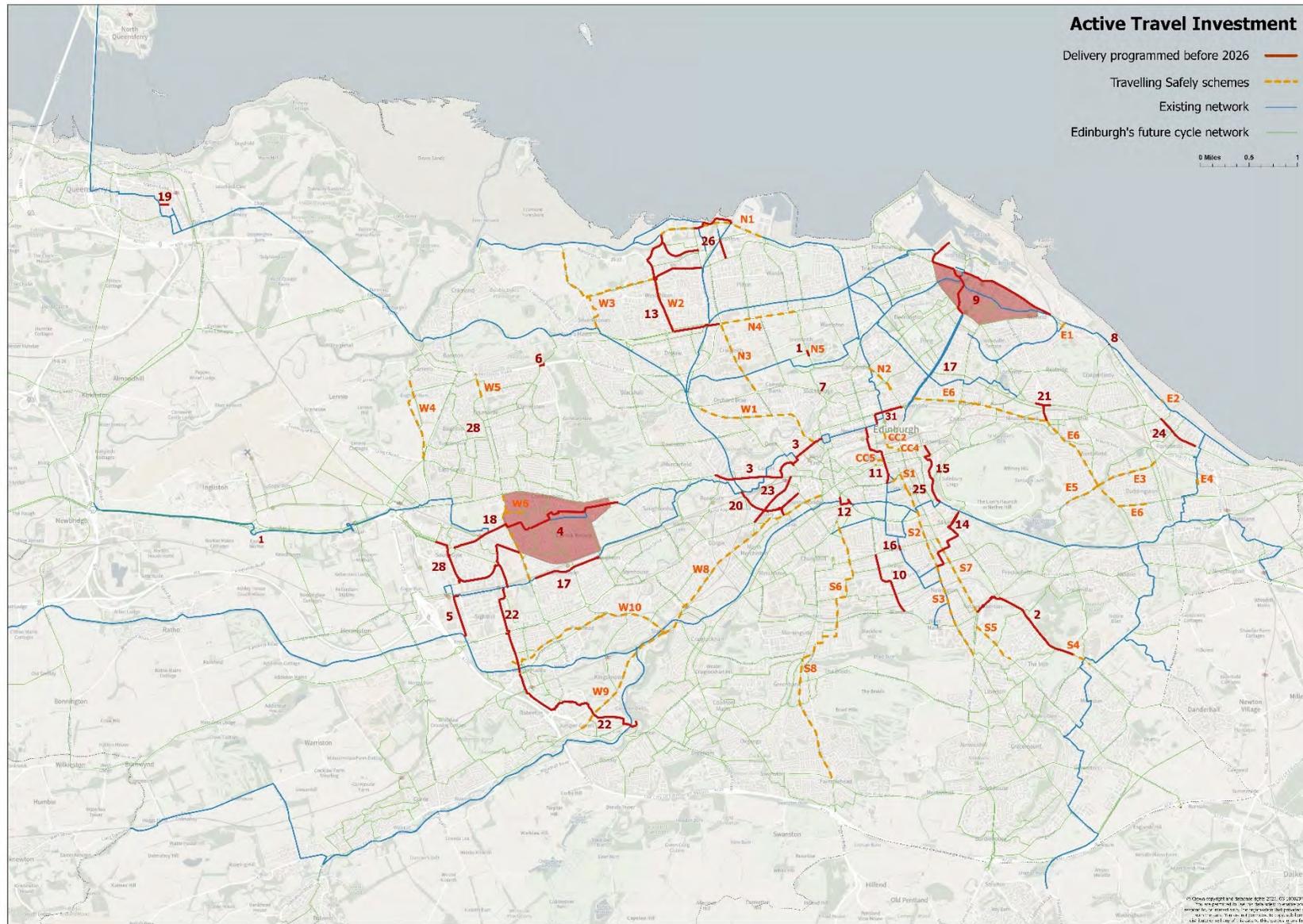
The availability of funding is critical to how much of the network we can deliver. We say more on the funding and the scale of investment required in the section titled 'How we will deliver this plan'. Our aspiration though, is to have a core citywide network in place and functioning by 2030. Our approach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

- a) deliver our current programme to 2026
- b) Seek to put in place a foundation of high-quality cycle routes on main roads by 2030, including an integrated project on the A8 and other projects to be brought forward as part of an updated Active Travel Investment Programme
- c) continue complementary 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 2. The map in figure 3 shows the location of the projects.

Figure 3: Current Investment Programme – see Appendix 2 for scheme numbering



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 section, 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. More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

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	
Upgrading Travelling Safely segregated cycling projects	Segregated cycling	Subject to the current experimental process, replacing infrastructure with more durable/ permanent materials and progressing improvements to junction infrastructure.
A8 Roseburn to Gogar	Segregated cycling/ quiet connections	Integrated with bus priority
Newcraighall to Cameron Toll via Craigmillar Town Centre	Segregated cycling, bus priority and town centre environment/ walking upgrade.	Integrated with bus priority
West Edinburgh Transport Infrastructure Programme (WETIP)	Traffic-free path parallel to road/ segregation through new developments	
Development -related projects: Queensferry, Newhaven to Portobello, Maybury/Barnton, Burdiehouse	See joint actions section on 'Connecting new neighbourhoods through Active Travel'	

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.

‘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, 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 section titled ‘Planning and designing streets for active travel’ more information on the West Edinburgh Travel Investment Programme)

- **Action:** *Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 2)*
- **Action:** *Develop business case with prioritised programme and secure funding to deliver a core citywide network of routes to ‘Active Travel Freeway’ standard.*

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

Photo of a street that is filtered to prevent people driving through, but also with no dropped kerb or double yellow lines



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.

- **Action:** Conduct study and produce programme for upgrading historic modal filters in the city, ensuring they are designed appropriately to allow cyclists and pedestrians through.

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 of example of London cycle network wayfinding. Photo credit: Transport for 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 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.

- **Action:** Adopt new name 'Edinburgh Cycle network' (keeping existing numbering), including on communications materials.
- **Action:** Design/adopt road markings to provide directions on cycle network and implement.
- **Action:** Agree co-operative approach with Spokes and potentially other interested parties to monitor status of 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.

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 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:** Review maintenance regime for cycle lanes, advanced stop line markings and cycle signing. Implement amendments subject to funding.

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. Over the lifespan of the plan we will continue our roll out 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 some popular destinations, like retail spaces, introducing cycle parking is not within the Council's powers. We do have an ambition to support more cycle parking in such spaces however and may be able to provide advice or design support, where resource allows.

In particular, we will look to:

- a. Coordinate installing new cycle parking racks with our new cycle routes
- 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 pavement space to install new racks where possible

Sufficient public and secure residential cycle parking must also be part of new developments in the city.

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. 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
- focusing on communities within areas that score highly on the Scottish Index of Multiple Deprivation
- Continuing to respond to requests from members of the public.

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 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 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 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.

- **Action:** Create strategy for installing public cycle parking, including for non-standard bikes and deliver annual roll-out
- **Action:** Identify pilot locations and deliver trials for e-bike charging cycle parking at key destinations supported by programme.
- **Action:** Develop a programme for continued rollout of secure cycle hangers and begin installation of next rollout

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 CMP, 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 Our Future Streets (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:** *Continue to keep options for implementation of new public cycle hire scheme under review and support implementation subject to agreement/funding.*
- **Action:** *Advertise and apply for external funding to support uptake of e-cargo bikes by individuals and businesses.*

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.

Joint Actions - A safer and better city for active travel

This section summarises actions that will benefit everyone travelling actively in Edinburgh, whether walking, wheeling or cycling. See the CMP Implementation Plan for more detail on each action.

Making our streets safer and more enjoyable places to be

City Centre Transformation

Our City Centre Transformation Programme (CCT) 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 pavements and segregated cycling facilities; also on the transformative George Street First 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.

The Our Future Streets (Circulation Plan) initiative proposes further extension of CCT involving significantly reducing traffic levels in the core of the city centre including on the Bridges corridor and Cowgate.

We've now started work on the redesign of Lothian Road, which aims to significantly improve this street as a destination, for walking, and for cycling whilst functioning

efficiently for public transport and enabling other traffic to transit effectively. 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 and Operations 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. The EASI and ABC programmes discussed in the section titled 'Improving walking and wheeling in Edinburgh' 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 Our Future Streets (Circulation Plan) work, which sets out balance on the use of space in these streets that are key to all functions of the city.

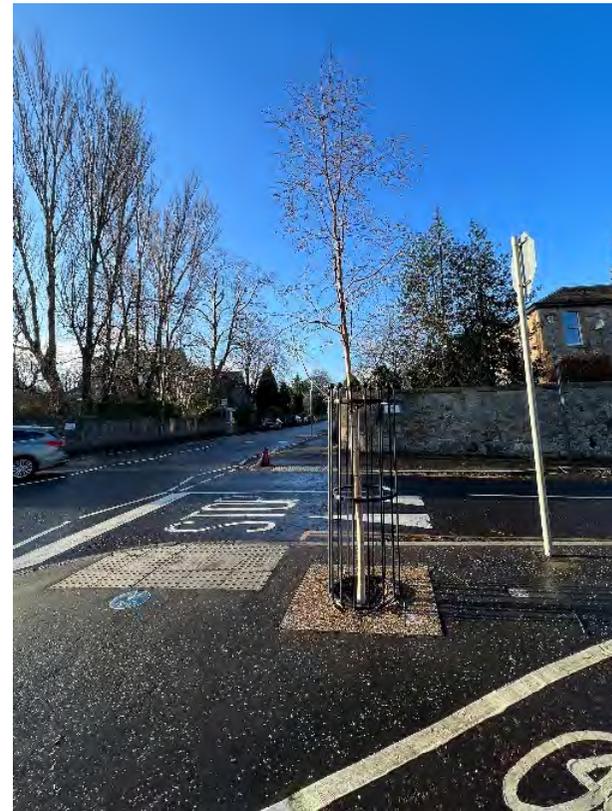
An important element of our work in town centres will be to make the most of opportunities where major work to renew carriageways and/or pavements is already planned. The first two town centres where we propose to take this approach are Dalry and Portobello. These schemes will seek to enhance the centres,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

- **Action:** Continue to deliver the 20-Minute Neighbourhood Strategy by improving local access to community facilities and services.
- **Action:** Identify pinch points in areas of highest footfall and identify priority locations to commence design and delivery of pavement widening to resolve pinch points.

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.

Photo of a side street junction, where the mouth of the junction has been made smaller



With this in mind, we will endeavour to use any street space not just functionally, but to make our streets nicer, better places. 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, where Edinburgh's Blue-Green Network has identified the need to manage our flood risk in a neighbourhood, we will aim to incorporate Sustainable 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 cycle¹. 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. The streets to be added to the 20mph network will be decided following public and stakeholder consultation and input.

40mph+ speed limit reductions

The Council are currently in the process of reducing the speed limit on 40mph roads fronted by houses to 30mph. To support this, we carried out a consultation [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

Many streets in Edinburgh where there are lots of people walking and wheeling 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 (for example 20kph) in certain streets. Considering sub-20mph limits in Edinburgh 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:** Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.
- **Action:** Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.

¹ Edinburgh Bike Life 2019

- **Action:** *Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach*

Providing safe routes to Schools

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 can support the positive development of children's mental and physical health. Active school journeys 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:** *Review all available School Travel Plans with our school communities and prepare a*

programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools.

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 early intervention 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. Retaining efficient public transport flows through the junctions, in line with the Streetspace allocation Framework will also form an important consideration in any changes.

- **Action:** Major Junctions Review (MJR):
- Develop individual project Packages for each element of the programme.
- **Package 1** - Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello.
- **Package 2** - Review requirement and delivery of 40 early interventions following approval of the Our Future Streets (Circulation Plan).
- **Package 3** - Review MJR for the top 10 junctions following approval of the Our Future Streets (Circulation Plan).

Creating pleasant, people-focused Liveable neighbourhoods

As well as developing new connections *between* neighbourhoods for people of foot, wheeling or cycling, we want to improve conditions for walking, wheeling and cycling locally within neighbourhoods.

A key theme of the Council's 20-minute neighbourhood strategy is 'improving sustainable and active travel access to services and facilities'. Examples relating to walking/wheeling include dropped kerbs (or sometimes raised crossings/continuous footways), 'tighter' junctions – reducing crossing distances on side roads and crossings of busier roads.

Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. Issues of intrusive through traffic would also be

addressed where there is local support, as would measures such as crossings to help deliver cycling quiet routes. The main aim would be to deliver streets, pavements and places that allow everyone to get around easily locally, improving peoples' health and wellbeing.

An assessment of suitable areas has been undertaken, relevant factors (including the proportion of local populations who are elderly, disabled, whether areas suffer from multiple deprivation, and car ownership) have been considered, along with the potential for integration with initiatives that are already in progress. This has resulted in the selection of priority areas, for example, in Pennywell/Muirhouse and Niddrie/Craigmillar.

The Liveable neighbourhood programme will learn from the experience in the Corstorphine and Leith projects that have recently been implemented. .

- **Action:** Complete citywide analysis and programme for delivery of liveable neighbourhoods.

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 also removes 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. Liveable Neighbourhoods 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".

Visualisation showing people walking and cycling on an upgraded Sandport Bridge



Measures include the removal of pavement clutter, installation of dropped kerbs and tactiles, re-allocation of

carriageway space at junctions 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.

Given pre-existing issues and community feedback, the above measures have been reinforced with interventions to reduce through traffic (some on an experimental basis).

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-sacs. 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, for example a very indirect walking route to a local school. 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:** Undertake study to identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist and define a programme of land purchases to support delivery of those connections.

Improving existing traffic-free connections within and between neighbourhoods

Widening and lighting our day-to-day path network

Lighting

Photo of solar stud lighting along the canal towpath



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. We will look to balance these differing needs and make use of environmentally sensitive options, such as low-level solar studs, where required. Where lighting is improved, we will also take into consideration increased energy consumption and the Council's carbon footprint. In general, we won't light paths with a purely recreational function.

Path widening

City Mobility Policy 'Movement 23- Mitigate conflict in shared spaces' 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 impact on protected sites for nature and priority habitats, bearing in mind the importance of off-road routes for biodiversity and habitat growth. We know these routes are popular partially because they give people the opportunity to connect with nature and greenspace. Where possible, we will 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.

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 or cuttings with steep, sloping sides. There are parts of the path network where the diversion to reach a ramped access instead of steps is over 500m. 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 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.
5. **Inglis Green Road bridge** – A new development of around 100 flats is planned on the site of a former

warehouse off Inglis Green Road. The site lies close to the Water of Leith. Providing a bridge from the new development over the Water of Leith will not only improve accessibility for the new development, but will provide an alternative to busy sections of Slateford Road for pedestrians and cyclists. The bridge is designated part of the Primary Cycle Network recognising this important role.

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 do not expect to be able to deliver all these bridges over the lifespan of the CMP. 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:** Prepare programme and submit business case for off-road path network upgrades.
- **Action:** Identify priorities and programme for delivery of active travel bridges and seek funding to progress design and construction as per agreed programme.

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 (for example 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.

Maintaining our walking, wheeling and cycle routes

To allow paths and routes to be used all year round, they need to be cleared of wet leaves in the autumn and gritted in winter. Overgrowing vegetation also needs to be 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: Review current approach to safety inspection process to ensure maintenance requirements of the cycle network are addressed at appropriate times of year (e.g. cutting back vegetation, sweeping and gritting routes). Prepare proposals and action depending on budget.**

Using our renewals programme to support walking, wheeling and cycling

We already spend a significant proportion of our investment budget on carriageway and pavement 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. The Dalry and Portobello schemes mentioned at the start of this section are examples of this. We want to continue to prioritise our renewals investment so that it supports the Council's commitments to sustainable transport.

- **Action:** Review prioritisation of Capital Road Renewals programme considering walking, wheeling, cycling, public transport and other factors in time for 2025-28 renewals programme report.

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 which are too narrow for a wheelchair or an adapted cycle to pass through. Other improvements include

installing dropped kerbs and installing signage to help people find their way to local destinations.

- **Action:** Continue delivering the rolling Minor Improvements programme

Photos showing path before and after chicane barriers were removed



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.

Edinburgh Street Design Guidance

We 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

To help ensure we're creating high-quality streets that reflect these roles, the Council adopted the Edinburgh Street Design Guidance (ESDG) in 2015. Since then, we've been producing a series of detailed ESDG 'factsheets'. These 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 Drainage Systems (SuDS) factsheets sit alongside the ESDG factsheets and should be used in tandem.

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. Factsheets will also evolve over time to take on board best practice and lessons learned from their application. We will review the ESDG and factsheets biennially.

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:** Complete remaining Edinburgh Street Design Guidance Factsheets (ESDG) and undertake biennial reviews to align with emerging best practice/reflect lessons learned from use
- **Action:** Provide staff training on Edinburgh Street Design Guidance Factsheets and key external stakeholders

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.

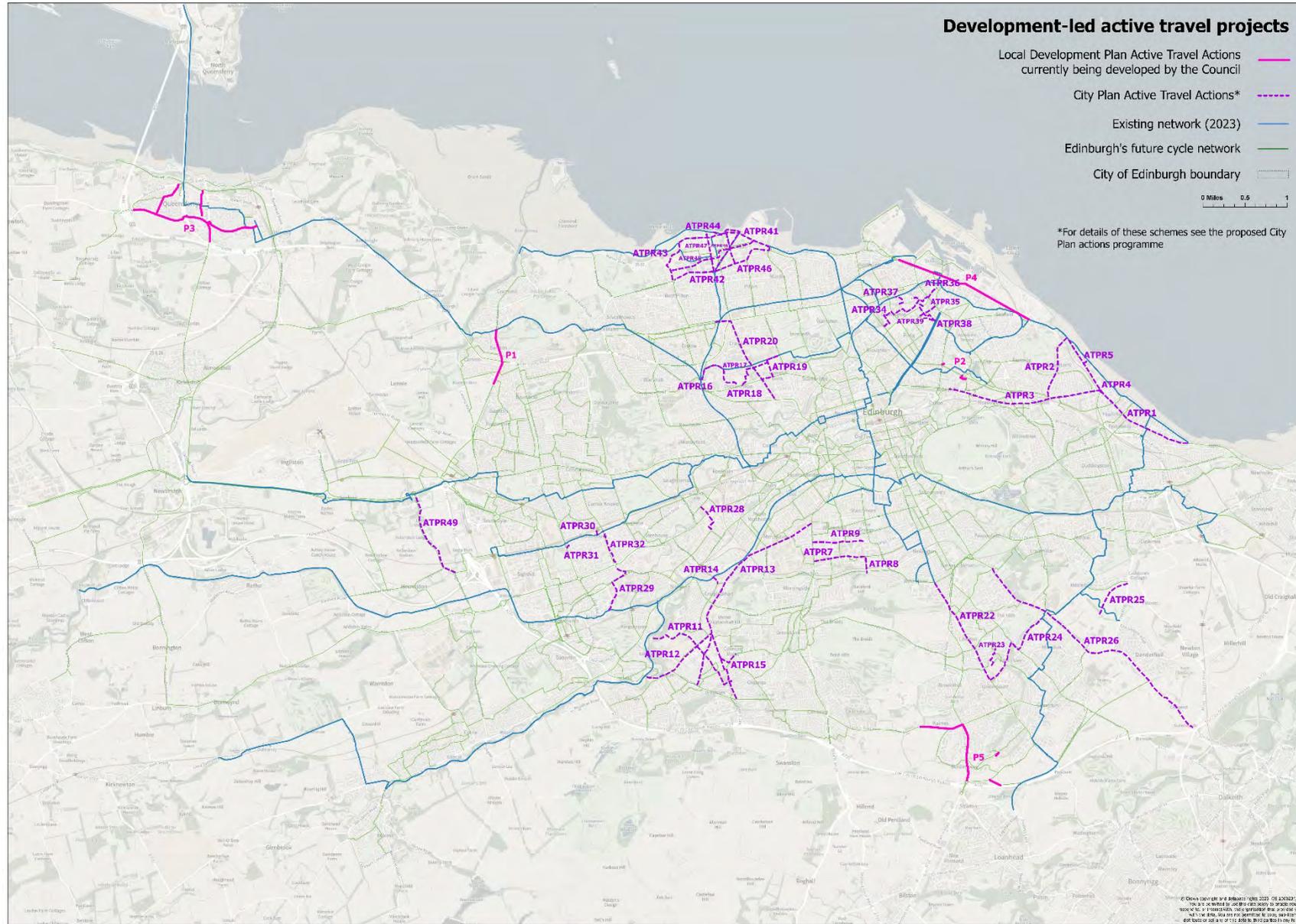
The required infrastructure investments to deliver City Plan, and to meet its aim of a ‘city where you don’t need a car to move around’, are set out as ‘actions’ in the accompanying LDP and City Plan Action Programmes. The active travel actions range from crossings and connections to local services, to strategic infrastructure. 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 the section titled ‘Improving cycling in Edinburgh’ 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 1 in Appendix 2. 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 Programme². For the full list of proposed active travel links in the new City Plan, see the proposed CPAP. The map on the next page 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](#).

² 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 4: 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.

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:** Create a programme for delivering active travel interventions from Local Development Plan Action Programme.
- **Action:** Create a programme for delivering active travel interventions from City Plan 2030 Action Programme. Secure funding for delivery.

Accessing our green spaces and going for leisure cycles

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. Providing good opportunities for local recreational walking and cycling therefore has a part to play in efforts to reduce traffic.

In this work, we are proposing more 'light touch' improvements for purely recreational routes, with less emphasis on lighting, high quality surfaces and widths. This is for two reasons:

- 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 most likely to be made during the day and, because we want to protect our greenspaces as biodiversity rich spaces, we need to limit light pollution

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.

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

Edinburgh's Open Space Strategy (the OSS) will shortly be refreshed. 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 this paper's delivery programme. This means they will be prioritised in relation to and delivered alongside other projects in this paper. 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 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

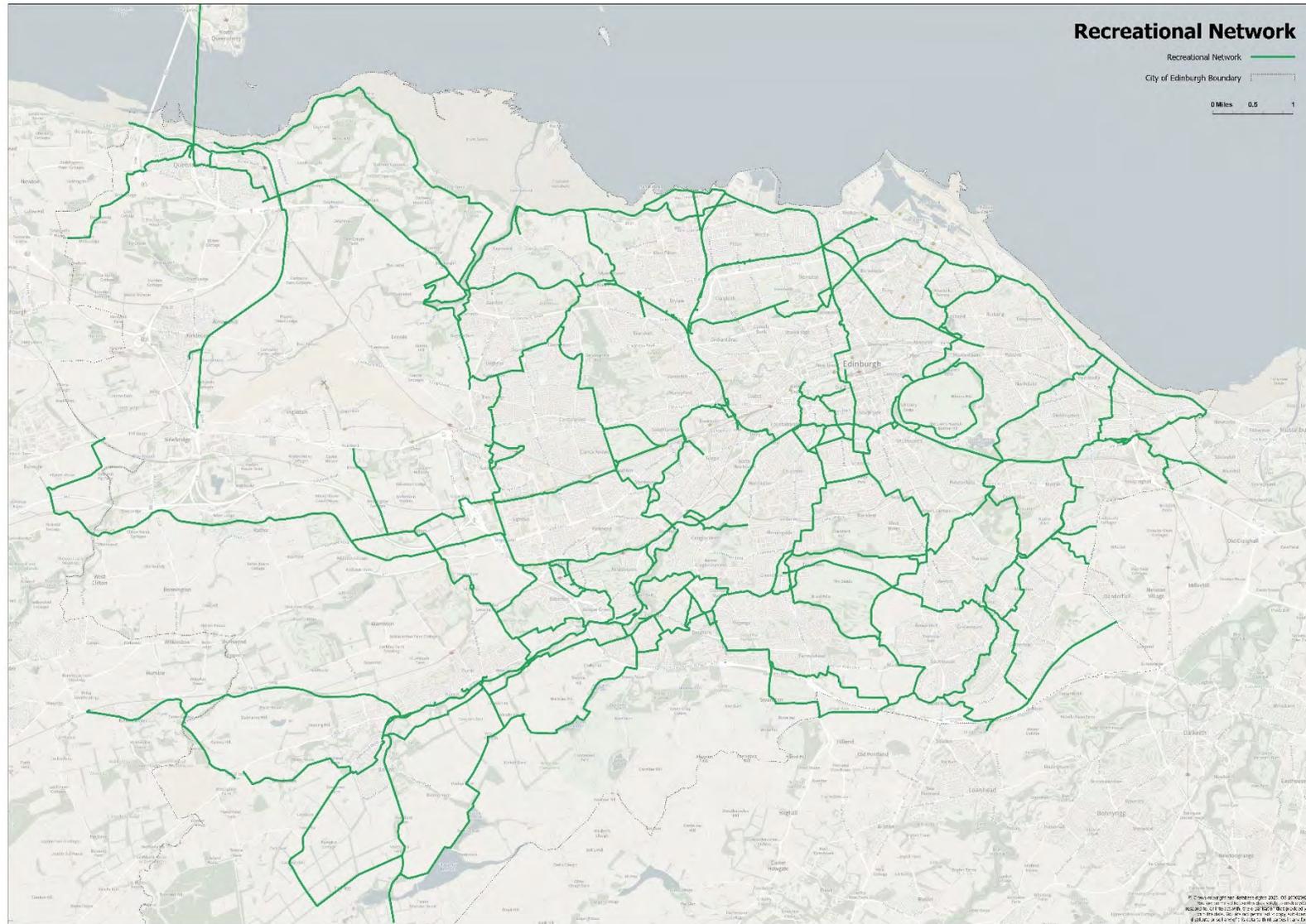
We are proposing the following cycle network in Edinburgh for people to enjoy for leisure rides. This network is designed to take people to or through Edinburgh's parks,

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.

Where these routes overlap with the day-to-day network, we will design the route to meet the standards set out in the section titled 'Improving cycling in Edinburgh'.

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.

Figure 5: Edinburgh's proposed recreational cycle network



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.)

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

We recognise that limited improvements to the recreational network will mean sections remain inaccessible for some people. We have an aspiration to have this network audited and mapped, illustrating accessibility for different uses. To progress this work, we will require additional resources.

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:** *Subject to finalisation of the Open Space Strategy (OSS), create a programme to inform the delivery of crossing, pavement and path upgrade improvements (as identified in the OSS) and the Water of Leith Management Plan to improve access to Edinburgh's green and blue spaces.*
- **Action:** *Develop programme and commence delivery of highest priorities for new/expanded 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 section 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 section is therefore likely to be significantly smaller than other programmes in this plan.

Supporting and encouraging people to walk, cycle and wheel

Why do we need behaviour change measures?

Most of this paper 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' measures³.

Over the lifespan of the CMP, we will build on our work to date (see CMP Implementation Plan) 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 Covid 19 pandemic. Pilton Community

³ See Sustrans and the Department for Transport's ['Moment of Change'](#) document, July 2021

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.

“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 this paper’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 (Figure 6). 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) **The occasionals:** People with positive attitudes to active travel but only walk, wheel or cycle occasionally.
- 5) **The potentials:** Families with children potentially amenable to active travel but need encouragement.
- 6) **Need a nudge:** Other households potentially amenable to active travel but need encouragement.
- 7) **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 CMP'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?

In order to encourage more cycling, high-quality infrastructure that feels safe from busy traffic is required. 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:** *Provide training in cycle skills (including adapted cycles) and maintenance skills*
- **Audience:** *new starters, third age, the potentials, need a nudge, and regain confidence*
- **Action:** *Enable access to cycle and e-cycle hire opportunities*
- **Audience:** *transitioning – young people to adults, active by need, the occasionals, need a nudge, the potentials, regain confidence, and mobility restricted*
- **Action:** *Enable access to free or discounted cycles*
- **Audience:** *active by need*
- **Action:** *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:** *the occasionals*
- **Action:** *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:** *Promote the health benefits of active travel with social prescribing (through Health Centres)*
- **Audience:** *active by need*
- **Action:** *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:** *Promotion and marketing of new and existing routes, combined with city-wide active travel campaigns*

Figure 6: Diagram illustrating the 7 behaviour change actions and the target audiences, listed on previous page



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.

CMP: the Council's plan

The CMP is a Council-wide, interdepartmental plan. Actions within the CMP 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.

This paper: one of a suite of CMP 'Supporting Information' papers

This paper sits alongside others relating to Road Safety, Public Transport, Parking, Air Quality and the City Centre Transformation Programme, with actions contained within the CMP Implementation Plan. Actions in this plan are intended to be complementary. Some actions enable others 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 have more than one purpose. For example, lower speed limits and improved routes to school are both safety measures as well as means of improving active travel.

Working with external partners to improve active travel in Edinburgh

This paper and associated actions are primarily the Council's responsibility. 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.

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. 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'.

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.

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 Continental-style zebra crossings (we discuss these further in the section titled 'Harnessing innovative solutions'). 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:** *Work with and continue to push for Scottish Government regulation change to the Traffic Regulation Order and Redetermination Order process to support greater efficiency.*
- **Action:** *"Call on the Scottish Government 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"*

How we will deliver this plan

In this section we discuss funding, resourcing and priorities for delivery of this paper. 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). Appendix 3 provides more details on how we have costed the plan.

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)
- The new Active Travel Transformation fund.

Full delivery of the actions in this paper, 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 this paper.

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 2 sets out the ATInP to 2026. The map in Figure 3 (see 'Improving cycling in Edinburgh' section) shows the locations of the current programme.

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 the 'Supporting and encouraging people to walk, cycle and wheel' section.

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

To achieve the objectives and targets of the 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 the 'Improving walking and wheeling in Edinburgh' section.

In the CMP Implementation Plan, 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 have been referenced in the Our Future Streets (Circulation Plan). These key locations have been identified in Our Future Streets (Circulation Plan) as 'Walking/wheeling and place priority streets'.

In the CMP Implementation Plan we've also said what we'll do over the coming 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, to support this paper. In doing this we will take account of feedback during consultation on the draft plan in spring 2023.

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 this 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.

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

Continental-style zebra crossings

Zebra crossings provide people walking and wheeling priority over other street users to cross the street. Continental-style zebras use the black and white paint markings on the road but not the flashing light columns (Belisha beacons). Continental-style 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. Importantly, installing Continental-style 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 our City Mobility Plan 'Context' section.

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:** *Develop plans for delivering innovative solutions for active travel, starting with Continental-style zebra crossings. Investigate opportunities to trial low-cost zebra crossings.*

Appendix 1: Additional maps

Figure 71: 20mph street network in Edinburgh

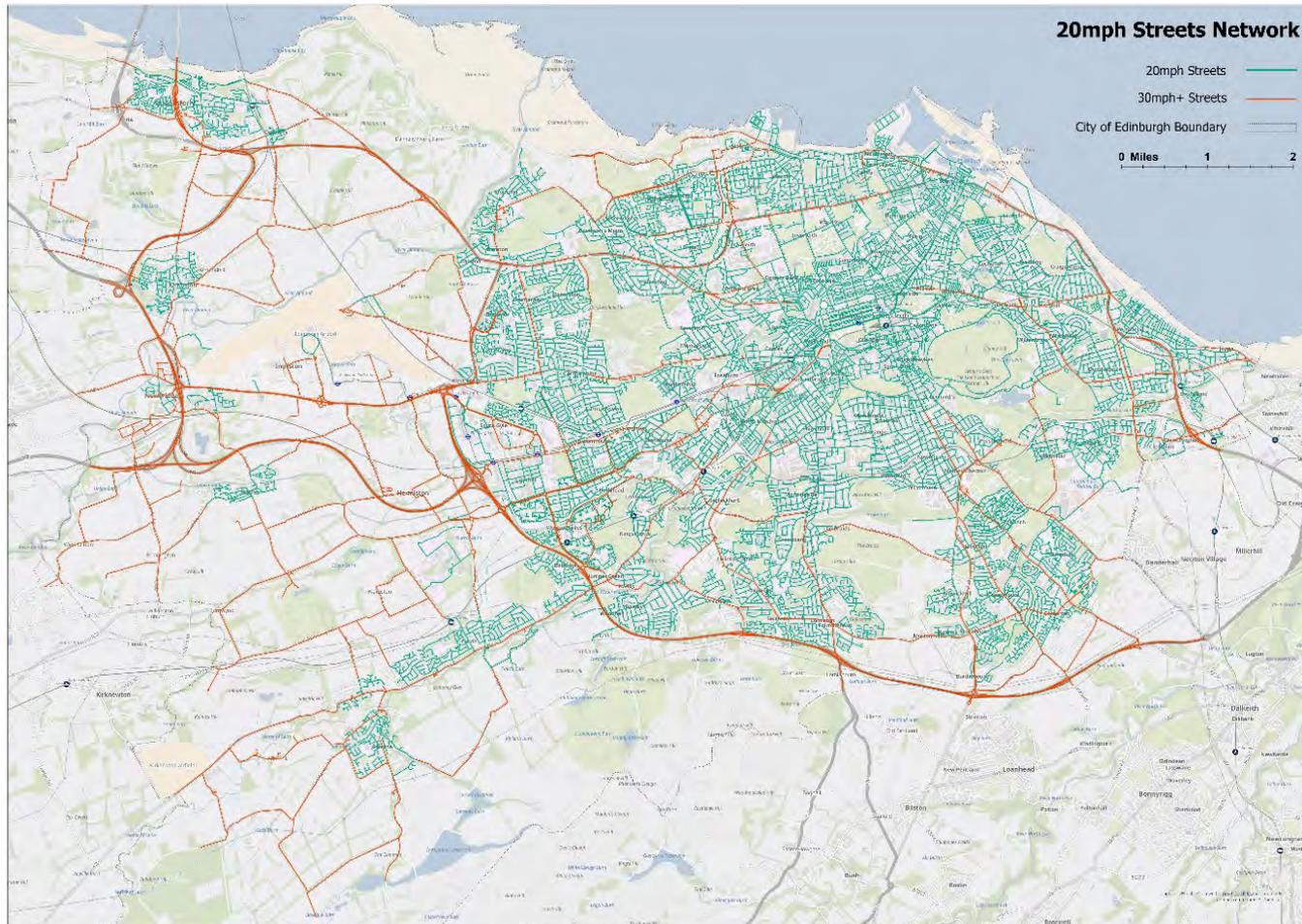
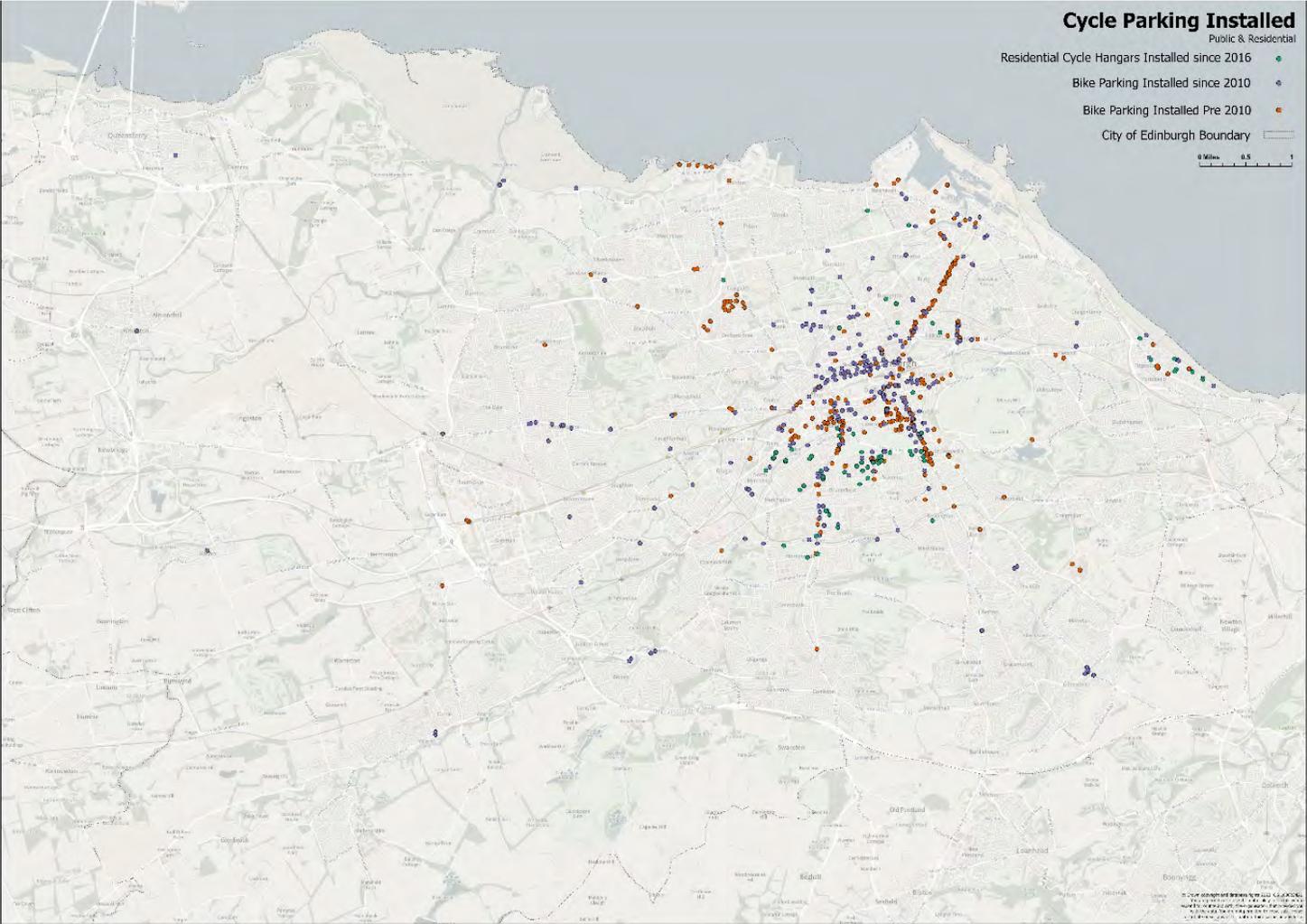


Figure 8: Cycle parking in Edinburgh



Appendix 2: Active travel Investment Programme and Local Development Plan Active Travel Actions

An up-to date list of active travel projects with current planned start and completion dates can be found at the following link:
<https://www.edinburgh.gov.uk/downloads/download/15246/active-travel-improvements>

Table 1: Schemes to be delivered by 2026

Project	Number on map	Brief scheme description	Walking & wheeling	Cycling benefits
Arboretum place	1	Public realm upgrade of area outside the west gate of the Botanics.	✓	✓
Mayfield and Cameron Toll to Bioquarter	2	Segregated cycleways and cycle/foot paths		✓
City Centre West to East Link (CCWEL)	3	Segregated cycle lanes, crossings and street improvements from Roseburn to York Place via Haymarket	✓	✓
Corstorphine Connections Low Traffic Neighbourhood	4	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	5	Improved cycle link between the Canal and QR8.		✓
Davidson Mains Park phase 2	6	Improved path link to Barnton Park Avenue	✓	✓
Deanhaugh street and Leslie place	7	Pedestrian crossings upgrade at junction	✓	
Fillyside Road crossing	8	New crossing for people walking and cycling over Seafield Road East, providing a connection from Fillyside Road to Seafield promenade	✓	✓
Leith connections	9	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	10	New cycle lanes and junction/crossing improvements.	✓	✓
Meadows to George St	11	Segregated cycle lanes and street improvements.	✓	✓

Meadows to union canal	12	Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements.	✓	✓
North Edinburgh Active Travel (NEAT) connections	13	New segregated cycleways, crossings and street improvements.	✓	✓
One-way street exemptions	Not shown on map	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	14	Includes cycle crossing of Craigmillar Park Road and contraflow cycle lanes		✓
Qr5 Holyrood Pk	Not shown on map	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	15	Phase 1 -Uphill cycle segregation on Holyrood Rd		✓
Qr6 grange rd crossing (cumin place)	16	New crossing for people cycling and walking (toucan crossing)	✓	✓

Qr8 balgreen road to edinburgh park	17	Quiet Street improvements and new crossings		✓
QR9 phases	18	Improvements at various sites along QR9 in South Gyle and Balgreen, including crossing improvements, radii reduction and reconstruction of South Gyle station car park		✓
Queensferry high school	19	New path connection from Rosebery Ave/Dundas Ave area to Dalmeny station, south of Queensferry High School	✓	✓
Roseburn to the Union canal	20	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	21	Providing improved cycle lanes and pavements	✓	✓
West Edinburgh link	22	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.	✓	✓
Dalry Town Centre	23	Integrated improvements to public realm, walking, cycling and bus priority	✓	✓

Portobello Town Centre	24	Integrated improvements public realm, walking, cycling and bus priority	✓	✓
The Causey Project (West cross causeway)	25	Community-led scheme to improve West Crosscauseway as a place to spend time and walk, wheel and cycle through	✓	✓
Granton Waterfront Development	26			
Travelling safely ETRO schemes:				
City Centre				
Princes Street East End	CC1	Bus Gate/Lane on Princes Street and South St David St		✓
Waverley Bridge	CC2	Pedestrian area with limited vehicle access for servicing businesses	✓	✓
South St David Street	CC3	Bus gate on to Princes Street		✓
Cockburn Street	CC4	Pedestrianised area with limited servicing access from High Street	✓	

Victoria Street	CC5	Pedestrianised area with limited servicing access from George IV bridge	✓	
North ETRO				
West Shore Road and Marine Drive	N1	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	Pavement widening and uphill cycle lane, improvements for pedestrian crossings and cycle segregation	✓	✓
Crewe Road South	N3	Cycle segregation		✓
Ferry Road	N4	Cycle segregation		✓
Arboretum Place	N5	Crossing point	✓	✓
East ETROs				
Seafield Street	E1	Cycle segregation		✓

Kings Place	E2	Road closure	✓	✓
Duddingston Road	E3	Cycle segregation		✓
Stanley Street/ Hope Street	E4	Road closure	✓	✓
Duddingston Road West	E5	Part cycle segregation (East end) and part road markings (due to available road width)		✓
A1 Corridor	E6	Bus Lanes and cycle segregation		✓
South ETROs				
Buccleuch St / Teviot Place	S1	Cycle segregation		✓
Causewayside	S2	Cycle segregation		✓

Mayfield Road	S3	Cycle segregation		✓
Old Dalkeith Road	S4	Cycle segregation		✓
Gilmerton Road	S5	Cycle segregation		✓
Quiet Corridor - Meadows / Greenbank	S6	Series of road closures to motor traffic that provide a quiet, low-traffic on- street route for cycling	✓	✓
Craigmillar Park corridor	S7	Cycle segregation		✓
Comiston Road	S8	Cycle segregation		✓
West ETROs				
A90 Queensferry Road	W1	Bus Lanes and cycle segregation		✓

Pennywell Road & Muirhouse/Silverknowes Parkway	W2	Cycle segregation		✓
Silverknowes Road (North section)	W3	Bus only road - with cycle segregation.		✓
Silverknowes Road (South section)	W3	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	Road closure	✓	✓
Drum Brae North	W5	Cycle segregation		✓
Meadowplace Road & Ladywell Road	W6	Cycle segregation		✓
Fountainbridge Dundee St	W7	Cycle segregation		✓
Slateford Road A70)	W8	Cycle segregation		✓

Lanark Road	W9	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	Cycle segregation		✓

Table 2: Active Travel Actions currently being progressed by the Council from Local Development Plan 2016

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 pavement, 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	2025/26

		walking and cycling paths. Improvements are also proposed to local streets to improve walking and wheeling conditions to assist journeys towards the town centre.	
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

Appendix 3: Cost Breakdown

Costs range of £823mn - £1.124bn includes allowances for Design, Site Investigations, Project Management, Diversionary Works, Monitoring & Evaluation and Risk & 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 (eg 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	360	627
Total	823	1124

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 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

Intervention / Group	aim for 2024/25	aim for 2025/26
The new starters		
<i>Primary school children.</i>		
i) School travel plans for all primary schools in Edinburgh by 2024 ('Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
ii) Bikeability training for all schools	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
iii) Promotion of HUSS and 'walk once a week' (Living Streets) via 'Delivering Actions for Road Safety - Supporting Information' paper school travel plans	9 schools	9 schools
iv) Running the 'walk once a week' programme	continue in 20 schools	increase by 9 schools pa

v) Location specific promotion of new/improved routes to school and local places - project specific	per school within project area	per school within project area
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
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 16-24, 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 institutions in the city
ii) Bike skills & maintenance training for colleges and unis. (including women only groups)	set up and pilot	1 session per month, 8 of which are women only
iii) Promotion of new/existing routes & key Walking and Cycling Index (WACI) stats	2 institutions pa	2 institutions pa
iv) Discounted bike equipment offer	set up and pilot	deliver across all institutions in the city
v) e-Bike hire scheme*		
vi) Ride leader training for uni/college bike groups/Bicycle User Groups (including women only groups)	set up and pilot	8 sessions per year
vii) School travel plans for all secondary schools in Edinburgh by 2024 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper

Active by need		
<i>People that tend to travel actively and by public transport for practical cost and convenience reasons.</i>		
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 3-4 projects per year	linked to 3-4 projects per year
ii) Promotion of availability of free and discounted bikes (Brake the Cycle, the Bike Station, etc) and cycle to work schemes	linked to 3-4 projects per year	linked to 3-4 projects per year
iii) Dr Bike Sessions offering free bike checks & maintenance - and/or 'pay what you can sessions'	in 3 areas pa	in 3 areas pa
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
v) Free adult cycle training and basic maintenance (including for specific groups, like women and ethnic minorities)	covering one area	covering four areas
vi) Bike hire scheme*		
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>		
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
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
iii) Bike breakfast	four events, quarterly	four events, quarterly

Third Age		
<i>Retired, active people, with increasing concern for environment and health.</i>		
i) Promote cycling and walking groups	trial promotion	adjust/scale up promotion based on previous year
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)
iii) Promotion and demos of e-bikes	-	8 projects pa
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)
v) Free adult cycle training and buddy schemes to assist older people to regain confidence	develop scheme	deliver for 8 projects pa
The occasionalists		
<i>People with positive attitudes to active travel but only occasional use.</i>		
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 ⁴ approach to delivery	trial in two large-scale projects

⁴ '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.

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>		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
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)
iii) Promotion (social media, lamppost 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>		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
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)
iii) Promotion (social media, lamppost 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>		

i) Bike skills and maintenance training via workplaces and Edinburgh Leisure.	develop scheme	covering 8 projects pa
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)
iii) Promotion (social media, lamppost wraps, letters) of existing active travel groups - Farr Out, Bike Station, Led walks	see Potentials i)	see Potentials i)
iv) E-Bike hire scheme*		
Mobility restricted		
<i>Mobility restrictions due to age, health or disability</i>		
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)
ii) Hire/Loan support to access adaptive bikes and mobility aids*		
iii) School travel plans for all SEN/ASN schools in Edinburgh by 202J24 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
General promotion		
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. Options for delivering a revived cycle hire scheme will be kept under active review in line with committee decisions

Appendix 5: 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.