# BIKE LIFE

## Edinburgh 2019

The City of Edinburgh Council

Sustrans

## Making tracks

### Our vision for cycling in Edinburgh

In Edinburgh we spend nearly £1billion a year on transport. That’s over £80 per household per week to move around, in and out of the city. By 2030 we will be spending £1.3 billion. We spend more on transport than anything else apart from housing. These costs directly affect us all but are disproportionately high for those on low to middle incomes.

The way we move between places is also the second biggest contributor to carbon emissions (after our homes). That is why Edinburgh was the first city in the world, and along with Glasgow still one of only two cities, who plan to be carbon-neutral by 2030.

To effect meaningful and long-lasting change, our communities must have a leading voice in shaping our streets, neighbourhoods and cities. Through Bike Life, Edinburgh residents have told us that prioritising people would make their areas better places to live, work or visit.

I wholeheartedly agree.

Through a collaborative and evidence-led approach, and confident political and civic leadership, we can make this happen. Cycling, for example, has real potential to increase access in disadvantaged areas, helping people get to employment, healthcare and everyday services. But only if we make it an attractive and safe option.

In Edinburgh, we have a growing reputation for pushing progressive, sustainable transport policy. From committing 10% of our transport budget towards developing cycling infrastructure, to becoming Scotland’s first 20mph city. In 2020 we will implement our ambitious plans for a citywide Low Emission Zone.

But while we pride ourselves on this forward-thinking approach, it’s not enough to deliver such projects in isolation. Projects like Edinburgh’s City Centre Transformation have been established to address the varied transport, place-making and social challenges Edinburgh faces. We took a holistic and collaborative approach, seeking to put people at the very heart of the capital’s public realm where transport is seen as an enabler, not a dominant, oppressive force.

Of course, this is about getting the infrastructure right. Through various projects across the city, we will vastly improve ease and access for walking and cycling, creating places for people to relax, interact and enjoy our beautiful environment.

I would like to express my gratitude to everyone who has taken time to input into this assessment, and I look forward to ongoing dialogue with you about how our great city evolves.

**Lesley Macinnes, Transport and Environment Convener, The City of Edinburgh Council**

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#### Introducing Bike Life

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities and urban areas. Each city\* reports on progress towards making cycling an attractive and everyday means of travel.

\*City is used as a shorthand for Bike Life cities, city regions and boroughs.

Bike Life reports every two years. In 2015 and 2017 seven cities published reports. Glasgow, Perth and Stirling followed and published their first reports in 2018.

Fourteen areas are participating in Bike Life in 2019. This includes our first London borough, Tower Hamlets, and our first city outside of the UK, Dublin Metropolitan Area.

This is the third report from Edinburgh, produced in partnership with the City of Edinburgh Council. The information in this report comes from local cycling data, modelling and an independent survey of 1,435 residents aged 16 or above in Edinburgh\*. The survey was conducted by social research organisation NatCen and is representative of Edinburgh residents, not just those who cycle.

\*Survey conducted April-July 2019.

More details on all Bike Life reports can be found at [www.sustrans.org.uk/bike-life](https://www.sustrans.org.uk/bike-life)

Our thanks to the people of Edinburgh who took part in the survey and shared their   
stories with us.

Map of the UK with the following cities and urban areas marked: Inverness, Dundee, Perth, Stirling, **Edinburgh**, Glasgow, Tyneside, Belfast, Greater Manchester, Liverpool City Region, Dublin Metropolitan Area, West Midlands, Greater Cambridge, Tower Hamlets, Cardiff, Bristol, Southampton City Region.

## Report summary

### Edinburgh

Population\*: 513,210.

\*NOMIS mid-year 2017 population estimate. This is the most recent available for all Bike Life areas.

#### Everyone benefits when more people cycle

Every day, cycling in Edinburgh takes up to 22,000 cars off the road

(Based on cycling by residents that live in a household with a car. Does not include leisure cycling trips.)

Every year, cycling:

Prevents 251 serious long-term health conditions

Saves 14,000 tonnes of greenhouse gas emissions

Creates £49.2 million in economic benefit for individuals and the city

There is significant appetite in Edinburgh for cycling.

24% of residents cycle at least once a week

26% don’t cycle but would like to

#### Safety concerns stop cycling being a genuine travel choice for many residents

Many residents are less likely to cycle regularly, for example women and disabled people. However, all groups want cycling safety to be improved.

Proportion of residents who cycle at least once a week:

17% of women

30% of men

14% of disabled people

26% of non-disabled people

Proportion of residents who think cycle safety needs improving:

71% of women

68% of men

72% of disabled people

70% of non-disabled people

#### To help residents to cycle more we need better cycling infrastructure

82% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

74% support building more of these tracks, even when this means less room for other road traffic\*

\*Please note this question has changed since 2017 from ‘could mean’ to ‘would mean’. See Bike Life methodology for further details.

1 mile of cycle tracks along roads physically separated from traffic and pedestrians currently exists in Edinburgh.

#### People from socio-economic groups D and E are most likely to suffer the impacts of higher traffic levels\*, yet are least likely to own a car

\*Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations and people not in employment.

Proportion of residents from socio-economic groups A B or D E who have a car or van in their household:

79% of people from groups A B

34% of people from groups D E

Not having a car can increase the risk of social exclusion, debt and transport poverty\*.

\*Sustrans, 2012. Locked Out Report.

76% of residents from socio-economic groups D and E never cycle, but

30% would like to start.

This is equal to 27,000 adults

Cycling as a mode of transport is ideally suited to urban life.

Cities that are designed for cycling can help many residents access everyday services and reduce social and economic isolation.

#### Edinburgh residents believe improving their streets for cycling and walking would make their area a better place to live, work or visit

63% think more cycling would make their area a better place to live and work

75% think space should be increased for people socialising, cycling and walking on their local high street

57% think streets outside local schools should be closed to cars during drop off and pick up times

65% think fewer motor vehicles on our streets would be useful to help them cycle more

55% think speed limits should be reduced on local roads

#### Residents would like to see more government spending on cycling, public transport and walking

62% on cycling

62% on public transport

60% on walking

27% on driving

#### Quote from Liz Thomas, Landscape architect:

We need fully segregated on-road routes, so you’re not in danger on the road and can cycle with children at the speed you want to go.

## Realising benefits

### Why everyone gains when more people cycle

#### Edinburgh residents cycle 9 times around the world every day

63% agree that more cycling would make Edinburgh a better place to live and work

27.1 million trips made by cycle in Edinburgh in the past year. (Changes to the survey and model mean that this figure is not directly comparable with the figure reported in 2017).

This adds up to: 85.8 million miles in the past year, or 240,000 miles a day.

Annual trips by purpose\*:

Work: 11,200,000 trips (41% of total annual trips)

School, college or university (adult): 2,600,000 trips (10% of total annual trips)

School (child): 760,000 trips (3% of total annual trips)

Shopping, personal business and social trips: 9,100,000 trips (33% of total annual trips)

Leisure: 3,500,000 trips (13% of total annual trips)

\*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults.

#### Cycling keeps Edinburgh moving

Studies show cycling frees up road space in comparison to driving.\* This helps to keep Edinburgh moving for all road users.

\*Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

22,000 return cycle trips are made daily in Edinburgh by people that could have used a car.

If these cars were all in a traffic jam it would tail back 64 miles, equivalent to the distance from Edinburgh to Dumbarton.

#### Cycling unlocks health benefits for everyone

Cycling in Edinburgh prevents 251 serious long-term health conditions each year:

81 cases of hip fracture prevented

62 cases of dementia prevented

46 cases of depression prevented

31 cases of coronary heart disease prevented

30 cases of other conditions prevented. ‘Other conditions’ includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Edinburgh £1.6million per year, equivalent to the cost of 55,000 GP appointments

(Savings from conditions based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.)

In Edinburgh the physical activity benefits of cycling prevent 34 early deaths annually, which is valued at £119.1million\*

\*Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

More people cycling improves air quality:

30,000 kg of NOx and 4,000 kg of particulates (PM10 and PM2.5) saved annually.

In Edinburgh 205 early adult deaths occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor. (Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution (covers all of the UK). Adults = 25 years+.)

#### Cycling helps reduce the impact of our climate crisis

14,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of 19,000 people taking flights from Edinburgh to New York.

Transport now accounts for 37% of Scotland’s greenhouse gas emissions, of which the main sources are petrol and diesel cars. Overall Scotland’s emissions between 1990 and 2017 fell by 47%; however transport emissions increased by 0.4%. (Scottish Greenhouse Gas Emissions 2017 report. Scottish Government.)

#### Cycling benefits residents and the local economy in Edinburgh

95p net benefit for individuals and society from each mile cycled instead of driven

In total, this adds up to:

£47.3million per year from people with a car choosing to cycle for transport, or

£49.2million annually from all trips cycled

(These figures are based upon monetising the benefits and drawbacks of driving and cycling. This includes travel time, vehicle operating costs, health, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.)

## Cycling participation

### Who is cycling and how often?

#### Most people living in Edinburgh do not currently cycle

Whilst many people cycle in Edinburgh, participation is much lower than for other modes of travel.

When cities are designed to make cycling more attractive than other forms of transport, participation can be high. For example 29% of residents cycle five or more days a week in Greater Cambridge.\*

\*Bike Life Greater Cambridge 2019.

Residents who travel by the following modes five or more days a week in Edinburgh:

65% Walking

27% Public transport

27% Car or van (travelling as driver or passenger)

9% Cycling

8% of commuters living in Edinburgh cycle to and from work\*.

\*This is estimated by growing the 2011 Census figure for the % of journeys to work being made by bicycle to 2019 levels using cycle counter data.

24% of Edinburgh residents cycle at least once a week

92% of residents walk at least once a week

While it’s clear that improvements need to be made to the walking environment, there is at least a network of protected space – pavements.

In comparison, it is only possible to cycle to most everyday destinations if you are happy to share road space with motor vehicles.

#### How often are residents cycling and walking?

Cycling:

9% cycle 5+ days a week

9% cycle 2–4 days a week

5% cycle once a week

2% cycle once a fortnight

3% cycle once a month

13% cycle less often

58% never cycle

Walking:

65% walk 5+ days a week

20% walk 2–4 days a week

7% walk once a week

2% walk once a fortnight

1% walk once a month

2% walk less often

2% never walk

#### How inclusive is cycling?

In Edinburgh cycling participation of different demographic groups is not equal.

Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

55% of all cycling trips in the Netherlands are made by women. Furthermore people over 65 make 24% of their trips by cycle, higher than the percentage reported for any other age group over the age of 26.\*

\*Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28.

Proportion of Edinburgh residents in different demographic groups who cycle at least once a week:

Gender:

17% of women

30% of men

Ethnicity:

24% of white people

14% of people from ethnic minority groups

Disability:

14% of disabled people

26% of non-disabled people

Age:

24% of people aged 16–25

25% of people aged 26–35

36% of people aged 36–45

26% of people aged 46–55

17% of people aged 56–65

10% of people aged 66+

#### Quote from Amy Hickman, Fife:

On my commute, it is very noticeable there are very few women doing the same journey. I know it’s a long commute, but most of the cyclists are men. A lot of my friends would love to cycle more.

I think it is the expectation that women need to turn up to meetings looking a certain way, and I think that is why I probably wouldn’t cycle to a meeting at the moment, just because of the nature of my work and that I wear clipped-in shoes. That’s a huge thing for me to think about.

Sustrans and Edinburgh City Council have spent a lot of money on infrastructure along the A90, so the cycle path along that road has improved massively in the last four years between Dalmeny and Cramond. They’ve widened it and raised it so you’re not getting lights glared in your eyes. It’s made it much more pleasant.

## Social inequality and mobility

### Cycling’s potential to help people

#### Mobility is about accessing basic, everyday needs that help people live well

Mobility enables people to access employment, education, fresh food, green space and healthcare. Mobility also enables people to see family, participate in their community and to have a voice in society.

And yet, mobility for many people in the UK is neither equal nor inclusive.

#### People who do not have a car can find it challenging to reach everyday services in areas where travel alternatives are lacking

Proportion of residents from each socio-economic group\* who do not have a car or van in their household:

A B, professional/managerial: 21%

C1, supervisory/clerical/students: 43%

C2, skilled manual: 24%

D E, semi/unskilled/not employed: 66%

\*Socio-economic group is a classification based on occupation maintained by the Market Research Society.

21% of the population of Edinburgh are from the socio-economic groups D and E. That’s around 110,000 people in total.

Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Many disadvantaged neighbourhoods have fewer local amenities and poorer public transport provision.\* This combination means that everyday services may be harder to reach. Cycling could help accessibility.

\*Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

#### Many residents from socio-economic groups D and E would like to start cycling

30% of residents from groups D and E in Edinburgh would like to start cycling

7% of residents from groups D and E in Edinburgh currently cycle at least once a week

In comparison, 30% of residents from groups A and B cycle at least once a week.

#### However, many barriers prevent people from these groups cycling

Reasons why Edinburgh residents from socio-economic groups D and E do not cycle or why they cycle less often:

41% Concerned about safety

39% Not confident cycling

23% Lack of storage or facilities at home or work

23% Cost of a suitable cycle

Proportion of residents from socio-economic groups who think cycling is not for people like them:

A B: 7%

D E: 17%

Being a ‘cyclist’ can be associated with a certain type of person and characteristics.

#### Cycling has potential to reduce social and economic exclusion

Cycling could help many residents access employment, healthcare and everyday services, but only if we make cycling attractive, safe and easy for everyone.

At a relaxed pace you can cycle over 4 miles in 25 minutes. So, cycling can be ideally suited to urban life, especially as an option for people who do not own a car and live further away from public transport.

#### 25-minute cycling distance from George Street

Cycling would enable 350,000 people to travel from their home to George Street in less than 25 minutes, including 38,000 people from areas that are among the 20% most deprived in Scotland.

Map showing the whole area that can be reached from George Street by cycling at 10 mph for 25 minutes. This reaches to Granton Harbour in the north, almost to Portobello High Street in the east, and past Edinburgh Zoo in the west.

This is adapted from the online tool TravelTime platform, that generates travel time maps (isochrone shapes): qgis.traveltimeplatform.com. It uses a baseline cycling speed of 10mph and takes into account type of cycle tracks and junctions but does not include gradient.

#### Quote from Caroline Barr, St Leonards, Edinburgh:

I acquired my disability when I was 13. I used to ride a bike before I fell ill. I used to cycle into the village and to school.

And then I got ill, and then I couldn’t ride. I tried to cycle after a bit of recovery but I still couldn’t manage it. I got my first trike 10 years ago. I use my trike for shopping, and going to the pub, of course being Scottish, and for work.

The trike has allowed me to be more independent and it allows me to exercise. I’ve got muscles in my legs that I would never have had if it wasn’t for the bike.

I go to the shops about half a mile away on the bike. I wouldn’t be able to walk up there. It would wipe me out for the rest of the day. Active travel has made a massive difference to my life.

## Barriers

### What is stopping Edinburgh residents cycling more?

47% think Edinburgh is a good place to cycle. But many barriers to cycling exist.

Reasons why some residents do not cycle or why the cycle less often (please note, survey respondents could pick multiple options):

51% Concerned about safety

31% Poor weather

26% Not confident cycling

25% Lack of storage or facilities at home or work

19% Too hilly here

15% Living too far away from my destination

14% Children, passengers or too much to carry

13% Cost of a suitable cycle

9% Not for people like me

#### Safety is the single largest barrier to more people cycling

For which modes do residents think safety needs to be improved?

28% Public transport

28% Driving

41% Walking

70% Cycling

34% of residents think cycling safety in Edinburgh is good

18% think children’s cycling safety in Edinburgh is good

Which issues do residents think are important for improving cycle safety in Edinburgh?

95 % Better road quality and fewer pot holes

91% Better lighting on cycle routes in poorly lit areas

90% Improving routes and facilities for safe cycling

88% Improving the behaviour of people driving cars

85% Improving the behaviour of other people cycling

79% Reducing antisocial behaviour or crime

77% Reducing levels of traffic on the roads

69% Reducing the speed of traffic on the roads

66% of households are further than 125 metres from routes that are considered good practice\*

\*These are defined as routes that are traffic-free and away from roads, cycle tracks along roads physically protected from traffic and pedestrians, and routes along quieter streets where there is less traffic.

#### Secure cycle storage is important at home and when out and about.

There were 1,702 reported cycle thefts in Edinburgh in 2018/19.

For every 140 people who own an adult cycle in Edinburgh, there was 1 reported cycle theft in the past year.

There is a public cycle parking space for every 51 people who cycle in Edinburgh.

16% of residents think the security of public cycle parking is good.

Security can also be a risk at home, especially in flats where storage inside the property can be harder.

#### Quote from Kirsten Russel:

Me or my husband cycle with our three children to school. We live about a mile away and we cycle because we can get there in under 20 minutes and don’t have to worry about parking.

The kids are very aware of the climate crisis so, despite some grumbles when it gets really cold and windy, they are in favour of cycling. They enjoy being on their bikes and even our five-year old is a seasoned rider now. We want the kids to grow up used to an active lifestyle where they will automatically consider cycling an option.

We take a route to school avoiding main roads. A lot of parents I know would like to cycle with their children but the traffic puts them off.

I think the only way to make cycling a realistic alternative for families is segregated cycle lanes. I am delighted to see that this is being proposed in some areas of the city.

We went on holiday to Amsterdam and hired bikes to get around. The infrastructure needed to make cycling safe and easy has been put in place there. It was amazing seeing everyone doing the commute and the school run on bikes. I would love Edinburgh to be like that.

## Solutions

### What would help Edinburgh residents to cycle more?

#### Many Edinburgh residents want to cycle

49% of residents feel that they should cycle more

How do residents see themselves when it comes to cycling?

16% Regularly cycle

17% Occasionally cycle

5% New or returning to cycling

26% Do not cycle but would like to

36% Do not cycle and do not want to

#### Residents want improved cycling infrastructure

What proportion of residents would find infrastructure improvements useful to cycle more?

84% More traffic-free cycle routes away from roads, eg through parks or along waterways

82% More cycle tracks along roads that are physically protected from traffic and pedestrians

75% More signposted local cycle routes along quieter streets

64% Better links with public transport

Edinburgh has

110 miles of traffic-free cycle routes away from the road

1 mile of cycle tracks physically protected from traffic and pedestrians

20 miles of signed cycle routes on quieter streets

34% of households are within 125 metres of these routes

74% of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic\*

\*Please note this question has changed since 2017 from ‘could mean’ to ‘would mean’. See Bike Life methodology for further details.

There is one cycle parking space at Edinburgh’s railway stations for every 80 passengers

#### Residents want more support to cycle

What proportion of residents would find more support useful to cycle more?

51% Improvements to your local town or city’s public cycle sharing scheme

47% Cycling training courses and social rides

45% Access to an electric cycle

31% Access to a cargo cycle

18% Access to an adapted cycle (eg tricycle or recumbent cycle)

55% of residents have access to an adult pedal cycle

Edinburgh Cycle Hire started in 2018 and now has docking stations across the city. Electric bikes will be added in 2020.

115,676 annual trips (Serco cycle hire data for January – November 2019.)

82 cycle share stations

500 cycles available to use

#### Quote from Liz Thomas, Landscape architect

I cycle with a purpose – the school drop off and then to work. To me, it’s the only way to get around Edinburgh.

For the school run, I cycle with my baby in a bike seat and my 5-year-old on his bike. We go on the pavement because there are just too many parked cars on the congested route to school, and I’m terrified of someone opening a car door into his face. I feel like other pedestrians think we go too fast to be on the pavement, but I don’t feel we can use the road.

On my commute I use the roads, but whenever possible I go onto the great off-road network. I love these for the cleaner feeling air and I don’t have to be on high alert for traffic.

I think we need fully segregated on-road routes, so you’re not in danger on the road and can cycle with children at the speed you want to go.

#### Residents think fewer motor vehicles would help increase cycling and make their area a better place

A reported cycle injury occurs once every 460,000 miles cycled around Edinburgh. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

What proportion of residents would find traffic management measures useful to cycle more?

65% Fewer motor vehicles

56% 20mph streets

46% Restricted car parking

52% of residents think there are too many people driving in their neighbourhood

77% of all streets in Edinburgh are 20mph (excluding motorways).

Proportion of residents who support measures to make places better for people:

75% Increase space for socialising, cycling and walking on high streets

57% Close streets outside schools at peak times

56% Restrict through-traffic on residential streets

55% Reduce speed limits on local roads

#### Residents want more investment in cycling, public transport and walking

Proportion of residents who would like to see more government spending on different types of transport:

62% Cycling

62% Public transport

60% Walking

27% Driving

Public support exists for introducing policy measures that could be used to help fund cycling, walking and public transport.

Proportion of residents who support and oppose traffic management measures

Charging more polluting vehicles entering the city centre:

63% Support

21% Oppose

Charging employers who provide workplace car parking in cities

40% Support

35% Oppose

Investing in provision for cycling is good value for money, and gives greater returns than many alternatives. For example, Transport for London’s ‘Walking and Cycling Economic Benefits summary pack’ tells us that for every £1 spent on walking and cycling, £13 of benefits are returned to the economy.

## Improving cycling

### How has Edinburgh been developing cycling?

The past two years has seen the Council deliver a range of work to make the city a better place for people to live and travel around. From joining the Open Streets movement, to launching a hire bike scheme and completing the conversion of the city’s roads to a network to 20mph streets, Edinburgh has continued working to overcome citizens’ barriers to cycling in the city.

#### Open Streets and City Centre Transformation

On 5th May 2019, Edinburgh became the first city in the UK to join the Open Streets movement. We are amongst the likes of Paris, Bogota and New York who regularly offer their citizens the space to enjoy their city’s most iconic streets traffic-free. Providing traffic-free, people-friendly streets around the old town on the first Sunday of every month has been Edinburgh’s first step towards a more liveable city centre.

Since 2017 we have asked Edinburgh’s residents, businesses and workers for their opinions on the scale of change they would like to see in the city centre to make it better for people to visit and move around. People clearly told us they want a radical shift in how the city centre’s streets provide for its residents and visitors. In response, we have produced ‘The City Centre Transformation Strategy’: a plan that includes delivering pedestrianisation, pedestrian priority streets and segregated cycleways.

#### 20mph rollout

Since Bike Life 2017, the citywide rollout of 20mph streets has been completed. The findings show that speeds have fallen and residents who were already walking and cycling are now choosing to do doing so more frequently, because they feel safer.

#### Meadows to George St and West Edinburgh Link

With support from Sustrans Scotland we have been working with the communities in West Edinburgh, the city’s centre and south side. Over the past two years, the communities’ feedback has informed our first designs for both schemes.

#### QuietRoutes

We have continued to deliver improvements to the city’s QuietRoutes network, with completions and upgrades to paths and lighting including at Lower Granton Road, Davidson Mains Park, Colinton Tunnel and along the Innocent Railway Path. These provide important links for communities into the existing cycle network and key local destinations.

#### Edinburgh Cycle Hire

One of the barriers to cycling that the people of Edinburgh have highlighted to us over the years is access to and storage of bikes. With the launch of the Edinburgh Cycle Hire by Transport for Edinburgh in 2018, the city has taken a step towards overcoming this issue. The scheme has had 21,487 individual users in the first year, with nearly a fifth of those being regular users.

#### Street Design Guidance

Recently, the Street Design Guidance factsheets have begun shaping projects, with walking and cycling being prioritised in street renewals schemes through to planning conditions in new developments. Through applying the Street Design guidance when delivering a carriageway renewals scheme on ‘The Bridges’, we also improved the environment for pedestrians. This included notable footway widening at a particularly busy location outside the Tron Kirk.

#### Workplace engagement

2019 marks the third year of our workplace journey programme, challenging employees to travel more sustainably for 4–6 weeks to see what an alternative commute could look like for them. 6,039 individuals from 65 employers have been provided with one to one support on travel choices. As a result of our programme, 92% of these employers intend to continue promoting and running travel planning initiatives.

## Bike to the future

### Our ambition and plans to make it happen

Looking forward, there are many exciting changes to come in Edinburgh. In June 2019 the Council approved a £62 million investment programme in Active Travel through to 2024.

#### Delivering a network

Construction of Edinburgh’s first major city centre segregated cycling route will begin in 2020, connecting the west of the city through to Piccardy Place. With further protected bike lanes to be implemented along the full length of Leith Walk in the next few years as part of the tram scheme, many parts of the city centre will become increasingly accessible to all those on cycles in a way it has never been before.

To connect into the Leith Walk lanes and the west-east link, we will be continuing the design development and community engagement to deliver transformational changes to George St and a cycle route connection to Ocean Terminal. With funding now secured from Transport Scotland through Sustrans’ ‘Places For Everyone’ Programme to do this, we are looking forward to an Edinburgh in which high quality segregated routes will take you from the south of the city via Meadows to George St, through to Leith. Connections through to and around the west of the city are also being developed, with the continued design development of West Edinburgh Link as well as a high-quality cycling and walking connection from the Meadows through to the Union Canal.

#### Transforming the city centre

Following the initial feedback from the city’s residents and business communities, delivery of the Council’s City Centre Transformation vision will now get under way. As part of this, we are now undertaking an explanatory study on removing general traffic from the east end of Princes St. This work could set the way for a future extension of the West-East segregated cycling route. Between the city centre transformation and the implementation of Edinburgh’s Low Emission Zone in 2021, the drive to provide the citizens of our city with a better and healthier place to live has never been stronger.

Making our city better for people travelling on foot or by cycle goes beyond just delivering improved streets, it’s also about tackling the other barriers stopping people travelling actively. We have heard from many residents living in tenements about the challenge of finding a safe place to store a cycle. To this end, we will soon be delivering secure cycle parking in residential streets around the city.

With the vision for the city centre set, 2020 will also see the refresh of Edinburgh’s Active Travel Action Plan. This will build on the city centre transformation and lay out the city’s wider plans for delivering a more walkable and cycling-friendly city by 2030.

#### Notes on terminology and methodology:

The attitudinal survey was conducted from April to July 2019 by independent social research organisation NatCen.

The survey is representative of all Edinburgh residents, not just those who cycle.

Changes to the survey methodology and questions, and to the model to estimate trips cycled, mean that 2019 figures are not directly comparable with figures reported in 2017. These changes were made to future-proof the methodology.

Rounding has been used throughout the report.

More information and a detailed methodology are available at [www.sustrans.org.uk/bike-life](https://www.sustrans.org.uk/bike-life)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](https://www.sustrans.org.uk/)

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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