



Edinburgh

Walking and Cycling Index 2021



Foreword

Our vision for walking, wheeling and cycling in Edinburgh



Edinburgh can be a healthier, fairer and compact capital city, with a higher quality of life for all. How our residents, visitors and businesses use and move about our streets is critical to

how we achieve this vision. This vision is at the heart of the City's Mobility Plan which, if delivered, will help to shift our transport system to play its part in achieving our 2030 net-zero emissions climate target. As the Walking and Cycling Index (WaCI) demonstrates, improving our streets to encourage more people to choose walking, wheeling and cycling is an essential part of delivering on this vision. I am therefore very pleased to introduce the Walking and Cycling Index (formerly Bike Life). WaCI now not only allows us to understand the value of and potential for cycling to contribute to this city, it also highlights how residents feel about Edinburgh as a place to walk and wheel around.

Delivering ambitious change requires investment. The planned investment programme will help deliver a step-change in the city's cycling network and improve the safety of our streets for those walking and wheeling. However, it must be built on

at every opportunity if we are to realise the healthier, fairer city that Edinburgh could be.

Since Bike Life 2019, the world as we knew it changed almost overnight. During the height of the pandemic we saw our streets with less motor traffic, giving more people the confidence to give cycling a go. Children used streets for playing, our local green spaces supported our mental health and we came to deeply appreciate the value of our local neighbourhoods and high streets.

The WaCI highlights the importance of investing in our neighbourhoods. Living locally has benefits for our citizens' wellbeing. With opportunities to access services locally, more people will be able to choose to travel actively in order to meet their daily needs – whether for education, food shopping or to access healthcare. The multiple benefits of a local living approach are why ensuring residents live in and can access 20-minute neighbourhoods is such an important thread that must run through the city's response to the climate crisis.

The WaCI provides a picture of how citizens are moving across the city. It will continue to be an important resource to guide the city's transition to a net-zero future.

Dr Sam Gardner, Chair of Edinburgh's Climate Commission



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fourth report from Edinburgh produced in partnership with the City of Edinburgh Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,346 residents aged 16 or above in Edinburgh. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

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

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

Report summary

Edinburgh

Populationⁱ

524,930

Survey area

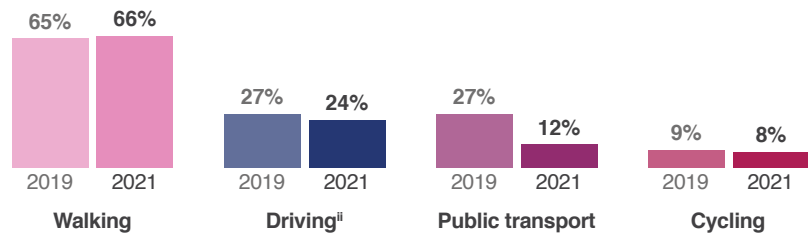


The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Covid-19 Analysis, Transport for Scotland, 2021.

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



Participation in walking, wheeling and cycling on a regular basis has stayed about the same since 2019.

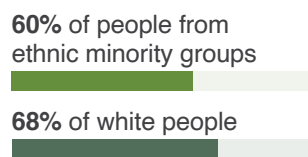
66% of residents walk at least five days a week
65% in 2019

26% of residents cycle at least once a week
24% in 2019

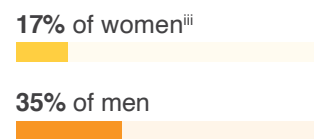
Walking, wheeling and cycling participation is not equal

In Edinburgh, fewer women cycle than men and a smaller proportion of people from ethnic minority groups walk at least five days a week compared to white people.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a week

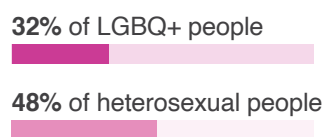


Not all residents feel safe and welcome in their neighbourhood

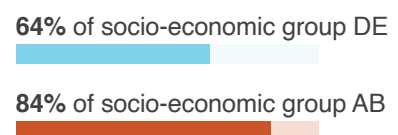
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



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, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Edinburgh. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Edinburgh:

+ Prevents

1,252

serious long-term health conditions



Creates

£186.2 million

in economic benefit for individuals and the region



Saves

38,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Edinburgh takes up to

150,000 cars off the road^{iv}

However,

70.7 million

journeys up to three miles are driven in Edinburgh each year

If **80%** of these journeys were walked or cycled it could save approximately

23,000 tonnes

of greenhouse gas emissions^v

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

52% on walking

60% in 2019

52% on cycling

62% in 2019

57% on public transport

62% in 2019

27% on driving

27% in 2019

This would help support more liveable neighbourhoods

Among Edinburgh residents:

57% support

29% oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

78% support

7% oppose

the creation of more 20-minute neighbourhoods^{vi}

61% support

21% oppose

the creation of more low-traffic neighbourhoods

58% agree

27% disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

74% agree

6% disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

47% agree

25% disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



Walking in Edinburgh

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Edinburgh, the number of people walking and wheeling regularly (at least five days a week) has stayed about the same since 2019.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

97%
of all residents walk

98% in 2019

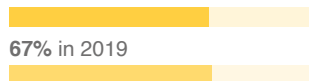
66%
of residents walk at least five days a week

65% in 2019

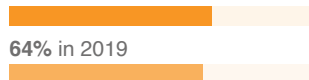
Proportion of residents who walk or wheel at least five days a week

Genderⁱ

66% of women

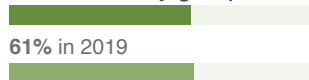


67% of men

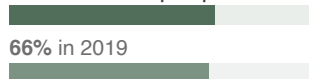


Ethnicity

60% of people from ethnic minority groups



68% of white people



Sexuality

73% of LGBTQ+ people



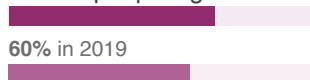
67% of heterosexual people

Age

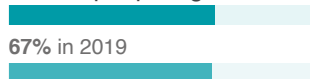
74% of people aged 16–25



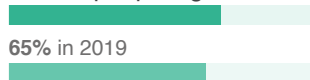
68% of people aged 26–35



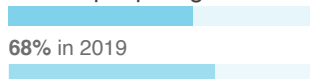
68% of people aged 36–45



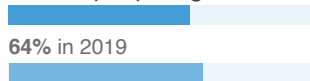
70% of people aged 46–55



61% of people aged 56–65



60% of people aged 66+

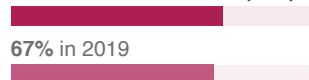


Disability

58% of disabled people



70% of non-disabled people



Socio-economic groupⁱⁱ

69% of AB



70% of C1



48% of C2



60% of DE



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

77%

of residents think the level of safety for walking is good

59%

of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

77% of women



79% of men



Ethnicity

82% of people from ethnic minority groups



77% of white people



Sexuality

76% of LGBTQ+ people



78% of heterosexual people



Age

77% of people aged 16–25



76% of people aged 26–35



76% of people aged 36–45



83% of people aged 46–55



80% of people aged 56–65



79% of people aged 66+



Disability

69% of disabled people



81% of non-disabled people



Socio-economic group

84% of AB



74% of C1



72% of C2



68% of DE



84%

of residents think their local area overall is a good place to walk



Murdo, 80-years-old



I go for a walk most days now thanks to the Tuesday morning walking group, run by Edinburgh & the Lothians Greenspace Trust. It was hard to find the motivation to go for a walk by myself.

Since joining the group I have more energy, sleep better and walk more instead of taking the bus.

I like the social side of it as you get to talk to people from different walks of life. I always find that I feel happier on a Tuesday afternoon after walking with the group. I usually walk along a route that has bus stops so that I can have a rest on a bench if I need to.

It'd be great to have more benches everywhere.



Cycling in Edinburgh

Cycling participation, safety and satisfaction

Cycling participation

Overall in Edinburgh, the number of people cycling has increased since 2019. Despite a much larger potential, only **26%** of people cycle regularly.ⁱ

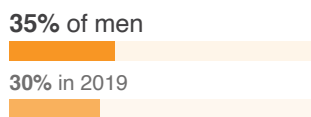
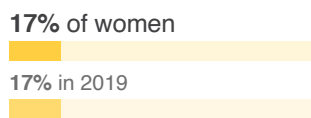
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

47%
of all residents cycle
42% in 2019

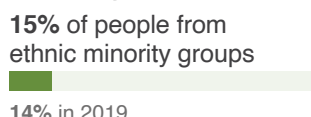
26%
of all residents cycle at
least once a week
24% in 2019

Proportion of residents who cycle at least once a week

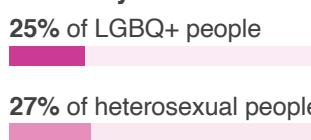
Gender



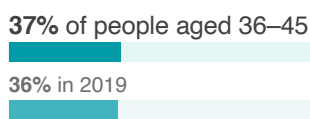
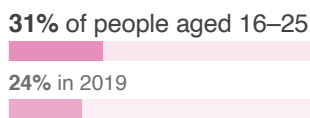
Ethnicity



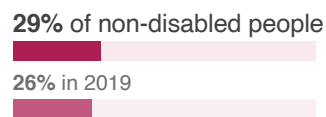
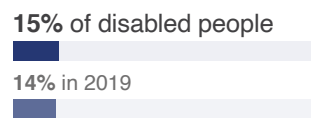
Sexuality



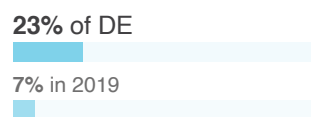
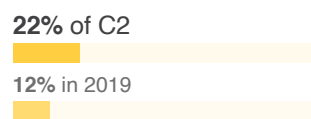
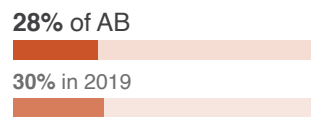
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Edinburgh report.

Cycling safety and satisfaction

45%

of all residents think the level of safety for cycling in their local area is good

34% in 2019

34%

of all residents think the level of safety for children cycling is good

18% in 2019

52%

of all residents think their local area overall is a good place to cycle

47% in 2019

Proportion of residents who think cycling safety in their local area is good

Gender

40% of women



33% in 2019



51% of men



35% in 2019

Ethnicity

54% of people from ethnic minority groups



45% in 2019



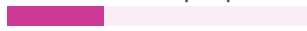
44% of white people



33% in 2019

Sexuality

32% of LGBTQ+ people



48% of heterosexual people



Age

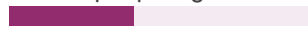
49% of people aged 16–25



42% in 2019



41% of people aged 26–35



27% in 2019

44% of people aged 36–45



32% in 2019



55% of people aged 46–55



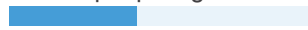
36% in 2019

47% of people aged 56–65



34% in 2019

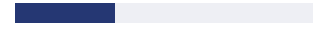
42% of people aged 66+



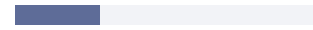
37% in 2019

Disability

33% of disabled people



28% in 2019



49% of non-disabled people



36% in 2019

Socio-economic group

48% of AB



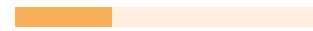
34% in 2019



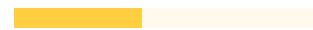
42% of C1



32% in 2019



42% of C2



41% in 2019



49% of DE



39% in 2019



Mary-Kate O'Reilly, Cycling Social Worker



Lockdown and getting a bike through an initiative for frontline workers gave me the push I needed to start cycling.

Once I actually had a bike it felt like a lifeline.

I'm a Social Worker so once home visits were allowed again I could safely get to my clients by bike. It was cool being the cycling social worker. I'm hugely grateful to the Leith Community Crops in Pots for giving me my lovely blue bike.

It's been great finding new cycle paths and getting my exercise done before work. It has also hugely supported my mental wellbeing.

Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Edinburgh produce important health, economic and environmental benefits for everyone.

Edinburgh residents walk or wheel 29 times around the world every day

252.7 million

walking and wheeling trips were made in Edinburgh in the past year, which adds up to

268.1 million miles

= 730,000 miles a day.

This equates to each resident spending

6 days

walking or wheeling continuously in the past year

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
101,900,000

40%

Destination – adults only (eg work, school, shopping):
139,700,000

55%

School – children only:
11,100,000

4%



Walking and wheeling benefit residents and the local economy in the region

In Edinburgh, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£142 million

Of this total,

£5.2 million

is from people with a car choosing to walk or wheel for transport in the past year.

5p

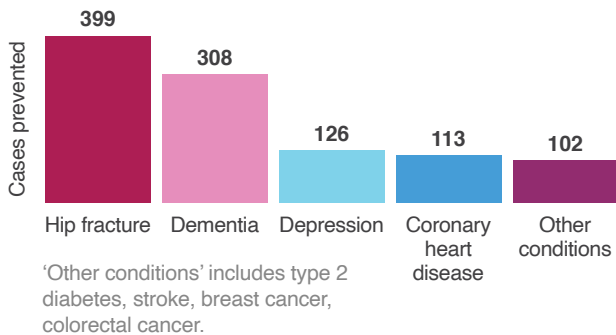
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Walking and wheeling unlock health benefits for everyone

Walking in Edinburgh prevents 1,048 serious long-term health conditions each year



Saving the NHS in Edinburgh
£6.8 million per year

equivalent to the cost of
230,000 GP appointments

Based on applying Edinburgh data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Edinburgh the physical activity benefits of walking
prevent 316 early deaths annually

which is valued at
£1 billionⁱⁱ

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

68,000 kg of NO_x
and
9,500 kg of particulates
(PM₁₀ and PM_{2.5})

56% of residents agree the air is clean in their local area



Walking and wheeling in Edinburgh help mitigate our climate crisis

28,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



36,000 people taking flights from Edinburgh to New York

Transport within Scotland now accounts for **25%** of Scotland’s greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Walking and wheeling keep Edinburgh moving

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

130,000 return walking trips are made daily in Edinburgh by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

385 miles equivalent to the distance from Edinburgh to Bath.



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



Benefits of cycling

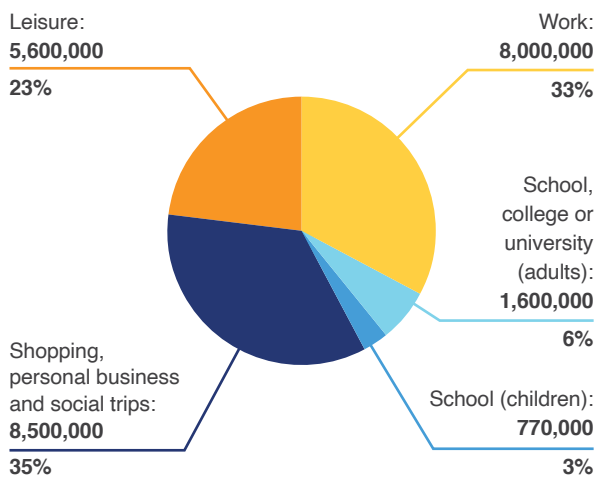
Why everyone gains when more people cycle

Edinburgh residents cycle 8 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels increased for leisure journeys.

Annual cycling trips by purpose in Edinburghⁱ

2021:
24.4 million trips

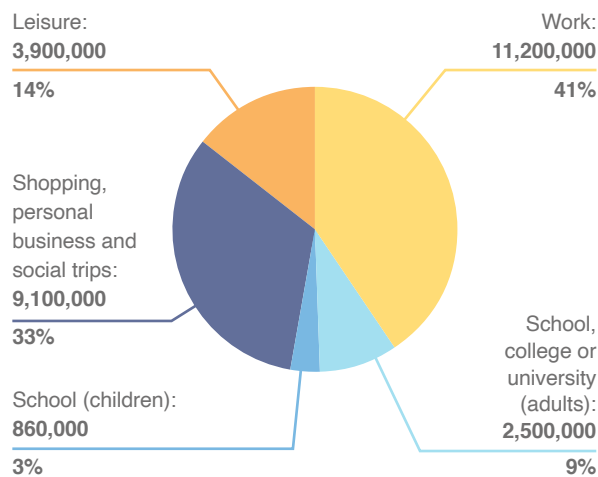


This adds up to

72.9 million miles

= 200,000 miles a day

2019:
27.5 million trips



This adds up to

87 million miles

= 240,000 miles a day

Cycling benefits residents and the local economy in the region

In Edinburgh, the net annual economic benefit for individuals and society from all cycling trips is

£44.2 million

£55.3 million in 2019

Of this total,

£34 million

£50.1 million in 2019

is from people with a car choosing to cycle for transport in the past year.

94p

net benefit from each mile cycled instead of driven

£1.04 in 2019ⁱⁱ



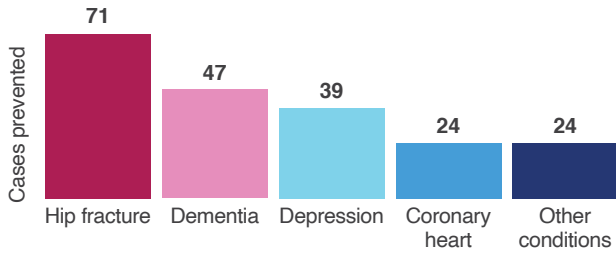
These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

i. Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults. ii. This 2021 figure is less than the 2019 figure due to an increase in the average car speed. The 2021 speed data was collected during lockdown.

Cycling unlocks health benefits for everyone

Cycling in Edinburgh prevents 204 serious long-term health conditions each year

251 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Edinburgh

£1.4 million per year

£1.7 million in 2019

55,000 in 2019



equivalent to the cost of **46,000 GP appointments**

Based on applying Edinburgh data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Edinburgh the physical activity benefits of cycling

prevent 28 early deaths annually

34 in 2019

which is valued at

£92.4 millionⁱⁱⁱ

£105 million in 2019

People cycling more instead of driving improves air quality, saving annually:

20,000 kg of NO_x and

28,000 kg in 2019

2,800 kg of particulates (PM₁₀ and PM_{2.5})

3,800 kg in 2019

56% of residents agree the air is clean in their local area



Cycling in Edinburgh helps mitigate our climate crisis

14,000 tonnes in 2019

9,900 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



18,000 people in 2019

13,000 people taking flights

from Edinburgh to New York

Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Cycling keeps Edinburgh moving

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep Edinburgh moving for all road users.

21,000 in 2019

16,000 return cycling trips

are made daily in Edinburgh by people that could have used a car.

iv. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

49 miles

equivalent to the distance from Edinburgh to Glasgow.

62 miles in 2019



iii. 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.



Walking solutions

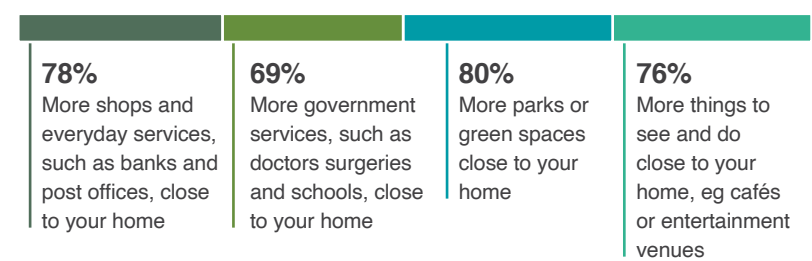
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

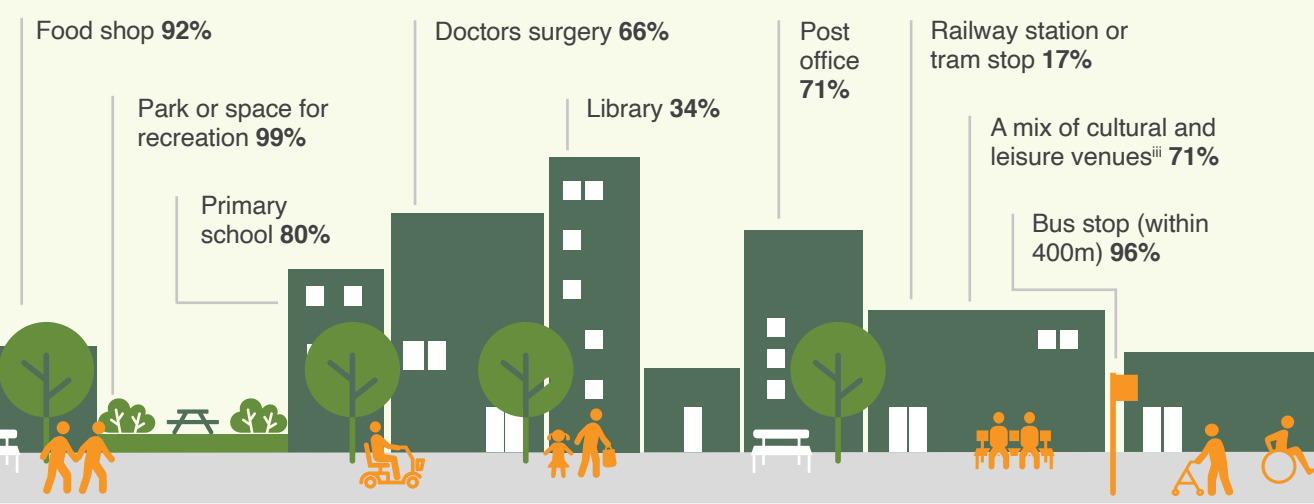


72% of Edinburgh households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

69% agree they can easily get to many places they need to visit without having to drive

Proportion of households within an 800m walk or wheel of the following amenities and services

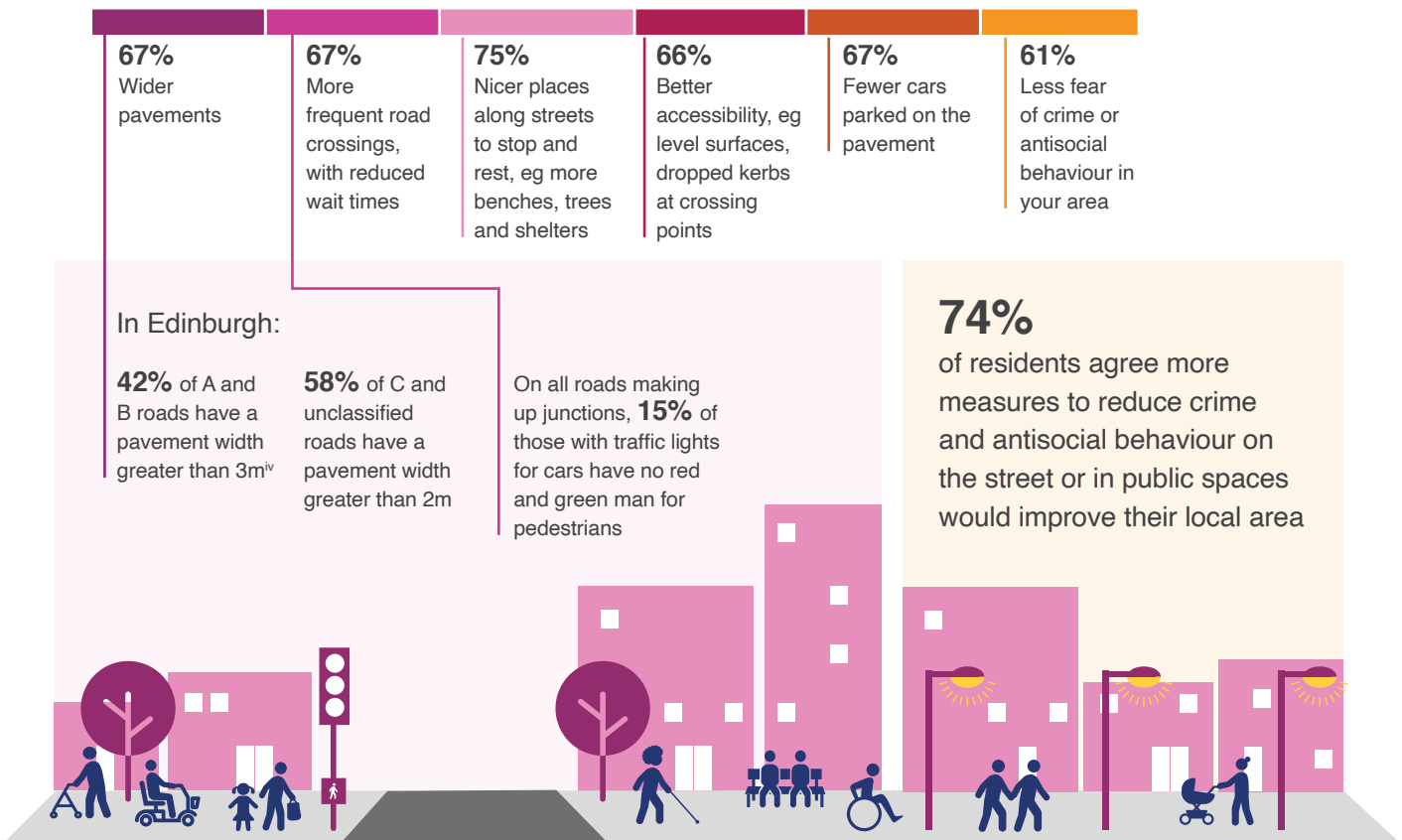


i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

What percentage of residents think that these changes would help them walk or wheel more?



Elaine Boyd, mobility trailblazer



I got my Frame Runner, a custom-built tricycle without pedals, seven years ago and it has changed my life.

I was born with cerebral palsy and have issues with my mobility so Frame Running helps to get me out of the house. It strengthens my legs and allows me to meet new people.

As my hands are strapped into the Frame Runner, I need someone to run alongside me and be my brakes. That's why I reached out to the running club, Edinburgh Frontrunners, and was lucky to meet my friend Al. Al and I go running together every Wednesday evening and we've been running together for six years now. All of this has massively improved my mental health and given me more independence.

However, getting around Edinburgh on my Frame Runner can be difficult. There are a lot of improvements that the council can do to make Edinburgh more accessible for everyone.

Having wider pavements; better placed dropped kerbs; reducing the space taken up by street furniture; and making pedestrian crossing points more accessible, would all make a huge difference.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



Cycling solutions

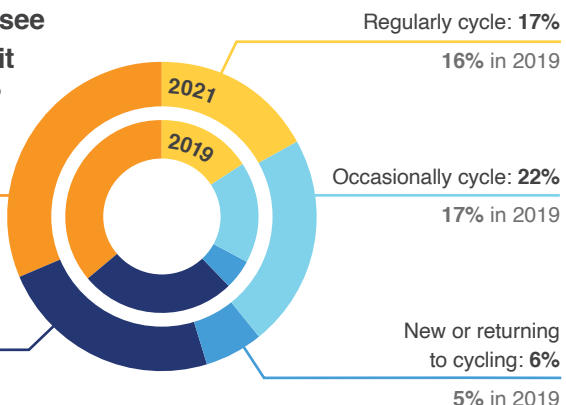
What would make cycling better?

Many Edinburgh residents want to cycle

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **31%**
36% in 2019

Do not cycle but would like to: **23%**
26% in 2019



What proportion of residents said they 'do not cycle but would like to'?

24% of women
25% in 2019

53% of people from ethnic minority groups
51% in 2019

26% of disabled people
22% in 2019

Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?

<p>73% More traffic-free cycle routes away from roads, eg through parks or along waterways 84% in 2019</p>	<p>64% More cycle tracks along roads that are physically separated from traffic and pedestrians 82% in 2019</p>	<p>67% More signposted local cycle routes along quieter streets 75% in 2019</p>	<p>62% Better links with public transport (eg secure cycle parking at train stations) 64% in 2019</p>
<p>Edinburgh has: 110 miles of traffic-free cycle routes away from the road 110 miles in 2019</p>	<p>2 miles of cycle tracks physically separated from traffic and pedestriansⁱⁱ 1 mile in 2019</p>	<p>15 miles of signposted routes along quieter streets 20 miles in 2019</p>	<p>There are 521 cycle parking spaces across all 12 railway stations and 10 cycle parking spaces at the 1 bus station 503 in 2019</p>
<p>57% of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic 74% in 2019</p>			<p>33% of households are within 125m of these routes 34% in 2019ⁱⁱⁱ</p>

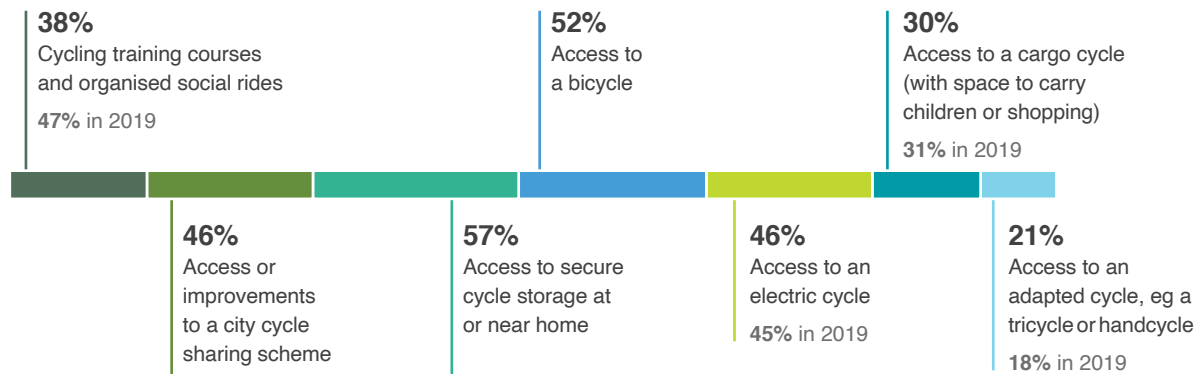


iii. The slight reduction in miles of signposted routes and the percentage of households within 125m of best practice cycle routes is a result of the tightening up of the mapping against the Walking and Cycling Index criteria.

i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.
ii. This does not include the 22 miles of 'pop-up' cycle lanes installed in 2020/21 in response to the pandemic.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Edinburgh cycle share scheme^{iv}

465
shared cycles

87
cycle share stations

191,453
annual trips

Reported cycle thefts

There were **1,746** reported cycle thefts in Edinburgh in 2020/21.
1,594 in 2019/20

For every **149** people who own an adult cycle in Edinburgh, there was **1** reported cycle theft in the past year.

Cycle access

58% of residents have access to an adult pedal cycle
55% in 2019

51% of households are within 800m of a cycle shop

Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



There is a public cycle parking space for every **54** people who cycle in Edinburgh.



51 in 2019



Alice Dickinson, E-bike user



Cycling my E-bike has massively helped me manage my disability and get on with living my life. I was diagnosed with Ehlers-Danlos Syndrome about eight years ago and have suffered from chronic pain as it causes my joints to dislocate easily. I have had to use a wheelchair in the past to help ease the pressure on my joints.

Since I've started cycling, my mobility has improved as it's strengthened my muscles and allowed me to travel in a way that doesn't put much pressure on my joints. I have more flexibility in where I can travel to and the distance that I travel. It's allowed me to live the lifestyle that I've always wanted – spending time outside in nature and going for a bike ride with friends. Cycling has also helped with my mental health because I'm able to do the things that I love.

When building my confidence with cycling I stuck to the cycle paths as I didn't want to worry about cars. It'd be great to have more safe cycle routes.

iv. Transport for Edinburgh cycle hire data for July 2020-June 2021. (Source: Transport for Edinburgh). Scheme ceased in September 2021; replacements being investigated.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

79% of residents



77% of women



78% of people from ethnic minority groups



81% of men



79% of white people



77% of disabled people



77% of LGBTQ+ people



64% of socio-economic group DE



80% of non-disabled people



79% of heterosexual people



84% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 31% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

59% Walk more



59% Cycle more



65%
in 2019

Unclassified roads are not designed to carry through-traffic, but in Edinburgh 18% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

53% agree that restricting through-traffic on local residential streets would make their area a better place.

56% in 2019

77% of Edinburgh's streets have 20mph speed limits.ⁱⁱ

77%
in 2019

Residents would find more streets with 20mph speed limits useful to:

50% Walk more



52% Cycle more



56%
in 2019

Residents want local streets to be better spaces for people to spend time in

75%
in 2019

58%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

51%

agree they regularly chat to their neighbours, more than just to say hello

61%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org.

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways and trunk roads.



I'm part of a community group that wants to make it safe for children to cycle to our local school, James Gillespie's Primary School. I have two daughters, six and nine-years-old, who go to the school. So far we have been successful in setting up a Bike Bus every other Friday, with 180 children and parents.

We've noticed a sense of community when cycling to school. Parents look out for other children and the girls like to chat to people along the way.

As a parent I'm aware of the inequalities in children's health, and the emerging proliferation of health conditions resulting from sedentary lifestyles. To change this we need to make it safe for them to choose walking and cycling. This means providing segregated cycle lanes and low-traffic neighbourhoods so that they can cycle to school safely.

I think that local and national governments should make brave, long-term, principled decisions to stand by their commitment to tackling climate change.

I'd also like to see the rights of children prioritised by making the necessary infrastructure changes to support a fairer, healthier, more equal society.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

11 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over 80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

61% of residents agree there is space for children to socialise and play

87% of households are within 800m of a children's playground

Among Edinburgh residents:

47% agree

57% agree in 2019

25% disagree

21% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

12 permanent School Streets schemes exist in Edinburgh^{iv}

iv. This does not include the 17 schools with adjacent street closures or restricted access to the street which were installed in response to the pandemic. Figure given is correct as of 26 May 2021.



ⁱⁱⁱ. Children's Independent Mobility: an international comparison and recommendations for action, 2015.



Developing Edinburgh

Recent walking, wheeling, cycling and neighbourhood changes

Despite the pandemic, several projects to make Edinburgh a better place to walk, wheel and cycle have hit the ground since 2019.

Replacing damaged or installing new dropped kerbs is key to making Edinburgh a city in which everyone can walk or wheel to meet their daily needs. The first stage of our citywide dropped kerb improvement programme has begun, focused on fixing kerbs in local high streets and on routes to health centres from nearby public transport stops.

Several different neighbourhoods are now benefitting from upgrades to their local QuietRoutes. New signalised, zebra and tiger crossings have removed notable barriers on QuietRoutes 6 and 61 for those walking, wheeling and cycling. In The Grange local children can reach their primary school more safely and easily. Further south in Gilmerton, residents heading to their local supermarket can cross the main road safely thanks to a new toucan crossing. Access to the Bioquarter and the city's major hospital, the Royal Infirmary, has been enhanced too with refreshed signage and new segregated paths. For those heading to Hermiston Gait, Edinburgh Park or onto the city centre via QuietRoute 8, there's a new crossing over the tram line to make the journey that bit easier.

Major changes to the city centre are underway too. The segregated cycle lanes in the east end at Piccady and York Place are complete. Construction has begun at the west end of the segregated City Centre West to East Link cycle route.



The first stage of our citywide dropped kerb improvement programme has begun, focusing on fixing kerbs in local high streets and on routes to health centres from nearby public transport stops.



Secure cycle storage for residents

Bike Life has consistently flagged that lack of safe places to store a bike is a barrier for residents wanting to cycle in Edinburgh.

Over the past two years, we have therefore rolled out 106 secure cycle parking hangars, with a total of 180 cycle hangars across the city due to be installed as part of this initial phase of our programme. These provide space for 1,080 bikes.

The scheme has been met with much enthusiasm from residents, with 76% of the spaces filled when the scheme launched. By Autumn 2021, 99.07% of the spaces available were in use.

With a growing waiting list for a space, we know that more of our residents could benefit from having a safe storage space for their cycle. That's why, subject to further funding, we will be looking to roll out more hangars over the coming years.



Duddingston Road trial cycle lanes

2020 and the pandemic brought unprecedented change globally. During lockdown, we saw notable increases in cycling levels on parts of the existing network.

In Edinburgh, we made changes to our streets to reflect the need for people to move differently around our city. These changes included over 22 miles of segregated cycleways, quieter streets for walking, wheeling and cycling and more space for people to walk in town centres (Travelling Safely Projects).

As we've moved on from the pandemic, we're bringing some of this infrastructure with us on a trial basis. These trials can help us to better understand how, in the longer-term, these schemes could support residents to feel able to cycle for more of their local journeys, as well as those trips further afield within Edinburgh.

On Duddingston Road in the east of Edinburgh, the segregated cycle lanes are providing a safe, protected space for children and others to cycle from Duddingston and Portobello to their local primary school as well as for other local trips.



Looking forward

Better streets and places for everyone

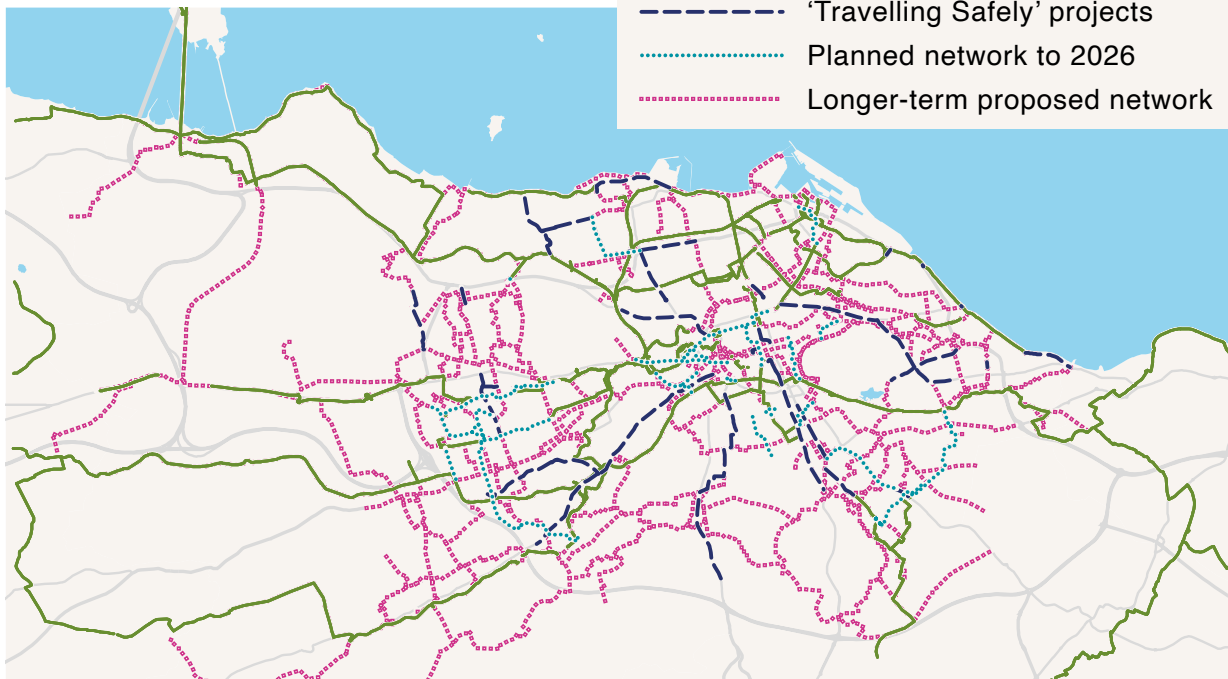
With our investment programme of £108 million set until 2026, there's plenty of work to be done. Delayed initially by the pandemic, the refresh of the Active Travel Action Plan (ATAP) is now underway. The ATAP will look to 2030, supporting the city's transition to net-zero carbon and becoming poverty-free. The updated plan will build on the current programme and the city centre transformation plan. Following the vision set out in the City Mobility Plan. The ATAP will also look to develop the cycle network in the city, with direct routes that use our main roads and are separated from motor traffic.

We will continue to make our streets safer and more accessible to all. We'll be looking to extend the number of 20mph streets, as casualties on our streets have dropped by a third since the initial introduction of 20mph streets. We will continue to roll out the dropped kerb improvement programme across the city and make lighting



Over the next two years we will continue to make our streets safer and more accessible to all.

Active travel routes



improvements to the path network. Large junctions have been identified as a barrier for people travelling actively in Edinburgh. We are developing a programme that will tackle some of the most challenging of these locations.

The City Centre West to East Link route is proposed to be finished by Summer/Autumn 2023 and is a major step forward in delivering Edinburgh's segregated cycle network. Work continues on the West Edinburgh Link; construction of these walking and cycling improvements is due to begin in 2023. In the slightly shorter-term, through our Travelling Safely Programme, we're looking at how over 22 miles of segregated cycleways installed during the pandemic could contribute to the city's longer-term network.

Unfortunately, the very popular Cycle Hire scheme contract had to be terminated. We know what an asset this scheme was to so many and we are working to put a new scheme in place.

Schools and neighbourhoods

Schools lie at the heart of our communities. The recent 'journeys to school' review has identified barriers for each school community. We'll be working to overcome these, so more school runs can be on foot, cycling or scooting. This will include introducing more School Streets in neighbourhoods across the city.

Based on community feedback to date, we'll shortly be trialling two low-traffic neighbourhoods, one each in Corstorphine and Leith. These schemes will be looking to tackle rat-running traffic through residential streets, providing new artwork and pleasant spaces for people to spend time outdoors in their neighbourhood. Through these trials, communities will have the opportunity to tell us what works and where we can improve and learn lessons.



Michaela Jackson, car free family



Our car broke down and as the repairs were so expensive we decided to try living without one for a while. One year on and we're still really enjoying getting around Edinburgh by foot, bike and bus.

As a family we have discovered a lot of new cycling routes all across the city. My 10-year-old son enjoys cycling to school and my 13-year-old daughter walks to school with her friends. She also takes the bus by herself and has gained independence. I love that they are getting some exercise just by getting to and from school.

I have also joined a cycling club with other women and it's been great sharing knowledge about cycling routes. The support from other women in the group has definitely helped to build my confidence in cycling on the road.

Deciding to live without a car has improved the quality of our everyday life. We are fitter, healthier, saving money and journeys are no longer stressful.

I encourage everyone to take this step if they can. Living without our own car can be challenging but we have definitely gained more than we have lost.

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

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

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections

More information and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

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

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Edinburgh has been funded by The Freshfield Foundation and Transport Scotland. The project is co-ordinated by Sustrans.

