

City Mobility Plan

Connecting people, transforming places



Draft: 16th January 2020

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

Contents

Foreword

Part I 1

The City Mobility Plan..... 2

1. The Case for Change..... 3

2. Listening to People 11

3. City Leadership in a Changing World 13

4. Our City's Progress 16

5. A three stage vision - 2022, 2025, and 2030 17

Spatial Vision 19

Part 2 20

6 . Strategic priorities..... 21

Enhancing Public Transport 21

People Friendly Streets 22

Planning New Developments..... 23

Managing Demand 24

7. Delivery, Monitoring and Performance Framework 25

Foreword

Across the world, progressive cities are embracing the global challenges of climate change and inequality with action and vision. Transport, the way we move people and goods around, and in and out of cities, is being revolutionised.

Transport is the single biggest contributor to greenhouse gas emissions, including carbon, and central to the damage we are doing to our planet. If we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practises have to change.

It's not just the climate cost to future generations. In Edinburgh, we spend nearly £1 billion 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. That means we spend more on transport than anything else apart from mortgages or rents.

And this doesn't take into account the cost of transporting goods and services, nor the cost of unproductive hours spent in congested traffic, the social cost of fatalities and serious injuries due to traffic, or ill health and early mortality affected by the impacts of poor air quality.

These costs directly affect us all and fall disproportionately on those on low to middle incomes who are struggling week to week to balance household budgets or simply failing to at all. The least able to afford, pay the most.

Edinburgh needs mobility systems that by 2030 are carbon emission free, efficient, accessible and affordable, and allow people to spend more time improving their quality of life. We need a transport system designed for everyone, whatever our location, economic circumstances, gender, culture or abilities.

Over the past ten years Edinburgh has made significant progress. But now is the time for bolder, more transformational action.

Making a positive difference to people's lives in a fast changing environment requires ambition, courage, focus and a change of pace in delivery. We cannot spend another twenty years building a single tram line when we need to develop a truly integrated public transport network, including additional tram lines, in the next ten years.

Our vision requires public consent and support. Though the outcomes set out in this strategy will benefit current and future residents of the city we know change can be disruptive. We need to listen to what people tell us and involve communities even more in designing and delivering the solutions of the future.

We are confident that as a city working together, for the sake of its future, we can make this happen. We look forward to listening to your views and working with you to make Edinburgh a better place to live for all of us.

Councillor Lesley Macinnes

Transport & Environment Convener



Councillor Karen Doran

Transport & Environment
Vice-Convener



Part 1

The Strategy:

The City Mobility Plan

The Case for Change

Listening to People

City Leadership in a Changing World

Our City's Progress

A three stage vision - 2022, 2025, and 2030

Spatial Vision



The City Mobility Plan

Mobility is about how people move around places. It's about getting to where you want to be and having choices as to how you get to work, meet friends and family, go shopping or access services and experience the city. City Mobility Plan will replace Edinburgh's Local Transport Strategy 2014-2019. It will provide a framework for safe and effective movement of people and goods around Edinburgh up to 2030.

The City Mobility Plan (Plan), which supersedes Edinburgh's Local Transport Strategy 2014-2019, provides a strategic framework for the safe and effective movement of people and goods around Edinburgh up to 2030. It will focus on mobility's role in maintaining Edinburgh as a vibrant, attractive city while addressing the environmental and health impacts associated with how we move around at the moment.

Vision

Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

Objectives

People objectives

to improve health, wellbeing, equality and inclusion

Improve travel choices for all travelling into, out of and across the city.

Improve the safety for all travelling within the city.

Increase the proportion of trips people make by healthy and sustainable travel modes.

Place objectives

to protect and enhance our environment and respond to climate change

Reduce emissions from road transport.

Reduce the need to travel and distances travelled.

Reduce vehicular dominance and improve the quality of our streets.

Movement objectives

to support inclusive and sustainable economic growth

Maximise the efficiency of our streets to better move people and goods.

1 The Case for Change

Transport and mobility are undergoing a revolution. Cities across the world are rapidly changing and taking on the challenges of carbon emissions, unprecedented technological change and directing change to address climate change, exclusion, inequality and governance issues.

Edinburgh has set out an ambitious agenda of change – to be carbon neutral by 2030; tackling poverty, inequality and exclusion; being a city and regional economy that benefits everyone; and to be the data capital of Europe.

How we meet those goals will be determined to a large extent by how, in the future, we travel around, to and from the city, and how we deliver goods and services to the places where people need them. We need to redesign public transport services and active travel routes to ensure that they serve the needs of residents and visitors to give them effective, accessible, affordable and safe options for travel which reduce dependency on car ownership.

This is our case for change.

Carbon emissions and climate change

Edinburgh has committed to be carbon neutral by 2030.

Transport, the way we move people, goods and services around places, is one of the biggest causes of carbon emissions.

In Scotland, over 37% of carbon emissions are accounted for by transport.

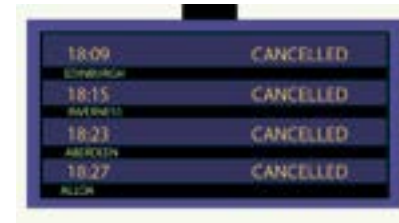
Road transport accounts for 68% of total transport emissions. Buses account for just 4.5% of these

Unlike most sources, where carbon emissions are reducing, those from transport, particularly road transport, have been increasing.

In 2017
one third
of Edinburgh's CO₂
emissions came from
road transport

To counter
this Edinburgh is
committed to working
towards net zero
emissions by 2030

If carbon emissions are not significantly and rapidly reduced, climate change will, at best, cause severe disruption and significant cost for future generation for decades, if not centuries to come. Revolutionising how we move people, goods and services around places is essential to achieve this.



Source: Adaptation Scotland, 2019

Reducing the cost of travel

In cutting carbon emissions we also have an opportunity to make future transport more equitable and accessible. After housing, transport costs are the single biggest household expenditure in the UK with an average weekly spend of £80.80 or 14% of the household average total weekly expenditure. The financial cost of moving goods and services is also a significant cost for business.

These costs do not include the long-term costs of transport based pollutants on health or transport based carbon emissions on future generations. Neither do they include the indirect costs on our quality of life of a vehicle dominated environment, congestion and the amount of unproductive time spent travelling.

From the day to day costs of travel on families, to the medium-term costs of poor productivity on business and public services, to the long-term costs of carbon on future generations, the case for accelerated transformational change in the ways people, goods and services move around to and through cities is also, critically, an economic one.

As wages and entitlements fall behind the cost of living for the majority it is imperative our transport systems are better designed for accessibility and affordability.

Congestion on our road network

Edinburgh's transport network is highly congested. Pedestrians, bikes, cars and buses compete for limited space with goods and service vehicles. Travelling is often stressful and time consuming. It adversely affects our quality of life and well-being, sometimes significantly.

Too much time spent travelling between the places where we live and work, and those where we relax, enjoy our lives and look after each other, means less time doing the things that make our lives better, healthier and happier.

Goods and services stuck in traffic and transit have a direct impact on the cost and productivity of businesses and public services, while delaying emergency vehicles can literally be the difference between life and death.

The way we travel exacerbates congestion. Cars are the most inefficient form of transport on our road network:

- Cars can deliver between 800 and 1,100 people an hour along a 4-metre-wide road. Buses can transport 8,000 – 12,000 in the same space and active travel (cycling and walking) between 5,000 and 10,000 people.
- Cars take up between 5-10 times more available road space than public transport or other forms of active travel.

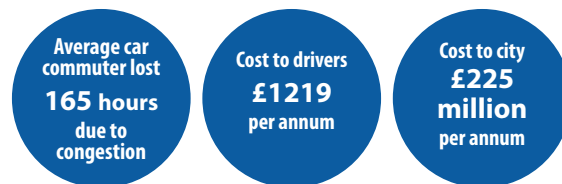
The amount of road space cars use is increasing year on year. In 2017, 65% of all journeys were made by car or van - an increase from 61% in 2012. The proportion of single occupancy journeys increased from 62% in 2007 to 66% in 2017. Only one in ten car journeys involve three or more people.

Traffic congestion during peak times



Journey times take longer on average **40%**

Congestion in Edinburgh



The road network is further pressured by how we route our public transport. Almost all local, regional and inter-city bus and many freight routes come through the city centre, the majority through Princes Street, Lothian Road and the bridges. More than 5,300 buses use Princes Street each day.

What should be among the highest quality public spaces in Europe often resembles a large open-air bus garage. A city which should be a joy to walk around is quite often the very opposite.

Getting in and out of the city on the road network, particularly at times when people are travelling between their home and work, is increasingly difficult. Delays on key access points to the city and pressure along the city bypass are commonplace, leaving people, goods and services stuck in traffic and not in the places they need to be.

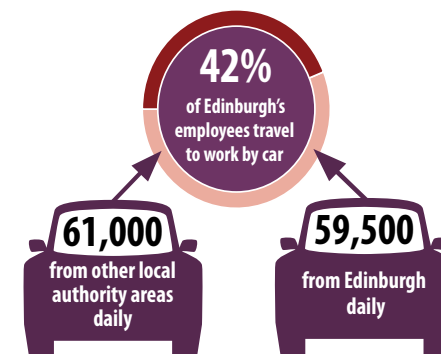
Congestion is adversely affecting our communities along these routes, making their places more polluted, more dangerous and less pleasant places to be.

However, compared to other UK cities, the proportion of land given over to road space in Edinburgh is small. In Glasgow the proportion of roads to land is 25%. In Edinburgh it is 12%.

That more land is given over to public realm and greenspace (Edinburgh has the highest proportion of green space of any UK city) is one of the primary reasons that the city rates so highly for its quality as a place to live, but we need to be much better at making the road space we have more efficient and more productive at moving people, goods and services around.

The prioritisation of space, more efficient forms of travel and better designed routing and integration, particularly of bus networks, is a key requirement of a better transport system.

And with the need to travel comes the need to better manage demand. Demand management, through digital and non digital intervention, will be a requirement if the vision set out in this plan is to be achieved.



Congestion on our train network

While trains are some of the most space efficient forms of passenger and freight movement, reliability and overcrowding across the city region rail network is poor, as is the integration of bus and active travel networks.

This puts further pressure on the limited road space available both on the network and in and around local communities, as people choose car instead of train, taking up valuable road space on the traffic network and limited road space for parking in and near to train stations.

Increasing network capacity, train capacity and frequency of services is essential to make the best use of the significant rail network infrastructure.

Freight, goods and services

The way we receive goods and services has been transformed in recent years. The growth of on-line shopping continues and is now some 20% of UK retail sales. This is one of the most fundamental changes in the way people and goods move around and in our city and town centres and how they are changing.

The growth in the number of delivery vehicles that bring goods straight to our door increases carbon emissions, air pollutants and congestion on our limited road space.

Change is happening in our public services too. As our population ages and more people are enabled to live at home rather than in institutional care, the model of health and care service delivery has changed too. Home based rather than hospital-based services predominate, largely dependent on cars to transport health and care workers to people's homes.

Our businesses and public services providing goods and services require reliable, efficient travel and certainty to maximise productivity and reduce costs and energy consumption. Given the significant impact on productivity and economic well-being there is a need for a more strategic partnership between public authorities, businesses and communities to address the radical and disruptive changes to our logistics networks.

Air pollution

The way we travel accounts for one third of the air pollution caused by nitrogen oxides and one sixth caused by small particles.

Most of these emissions are caused by road transport. Nitrogen oxides are toxic gases that cause premature deaths and cause serious damage to ecosystems.

The failure to curb air pollution significantly increases the risk of diseases like asthma, respiratory and heart disease and is particularly a risk for the old, the young and those with pre-existing conditions. In neighbourhoods along busy roads, motor vehicles are responsible for most local pollution and most environmental noise.

Public and private investment in the infrastructure needed to support electric vehicle use is essential alongside significant enhancement of public transport options and accessibility.

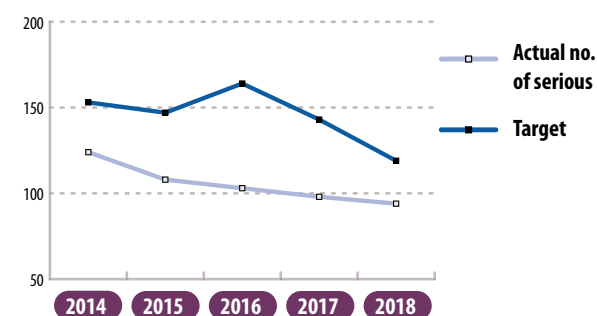
Fine particulate matter is associated with around 2,000 premature deaths in Scotland and around 22,500 lost life years across the population.

Safety

While cars are the single biggest cause of road accidents it is pedestrians who are more likely to be killed or seriously injured. Pedestrians are 22 times more likely to be killed in a road traffic accident than a car occupant. Cyclists are four times more likely to be killed in a road accident than pedestrians.

As the volume of cars on our streets grows, people are increasingly concerned about safety. As a result, more vehicle trips are generated by, for example, people driving their children to school; whilst this may keep them safe it makes the likelihood of car accidents greater by increasing the volume of traffic around schools and large numbers of children.

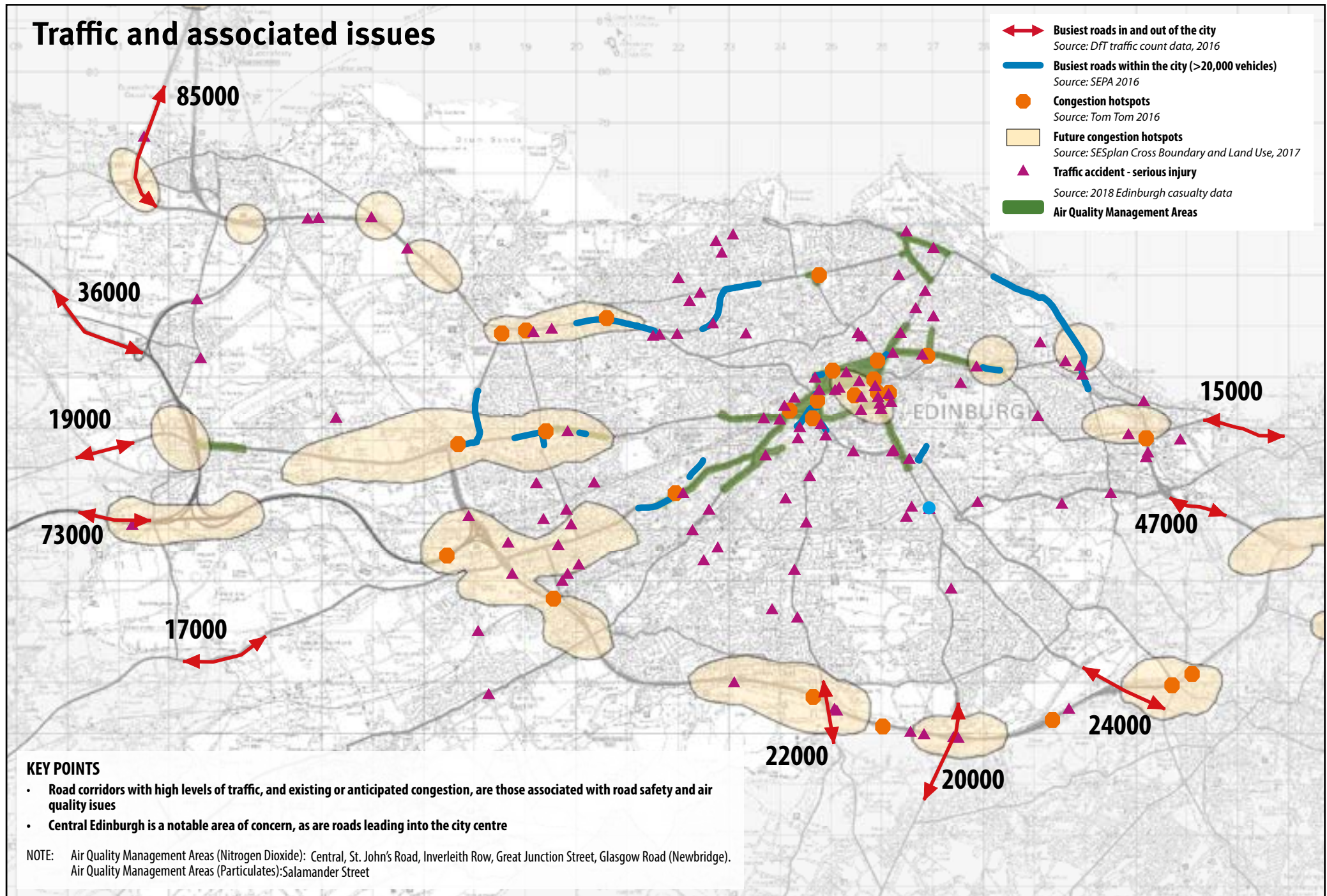
Edinburgh's serious casualties 2014 - 2018



The high level of risk pedestrians and cyclists face is a major obstacle to encouraging more people to cycle and walk between the places they live work and visit. We need to think about how we use our road space and how we travel to keep people safer.

The illustration overleaf identifies the location-specific impacts of traffic across Edinburgh.

Traffic and associated issues



Our public places and town centres

Edinburgh is often described as a series of villages and parks. The streets in our communities are too often dominated by traffic, mostly cars, which affects our social and recreational spaces. Instead of destinations where public space is used for visiting and economic and community activity, public space is where traffic flows through on its way to somewhere else, polluting, dominating public space, and disrupting people and economic activity as it goes.



In addition to safety and emission levels, large volumes of traffic generate noise levels that impact upon people's quality of life and wellbeing. Traffic noise also reduces the enjoyment of spending time outdoors and the appreciation of Edinburgh's unique heritage.



In September 2019 we set out an ambitious 10-year city centre transformation plan, with widespread public support, to move from a traffic dominated city centre to a people friendly one. For the last 20 years, traffic dominated cities across the world have been making similar changes, recognising the benefits to people, communities, economic activity and health and well-being as a result. It will be challenging to deliver this, but the benefit will be enormous.

It will mean car and heavy bus dominated traffic within the city centre will be replaced by infrastructure for walking, cycling and lighter public transport, and by smaller cleaner passenger vehicles for those whose mobility constraints would find this approach too challenging. Large capacity buses will take people around the

city centre and bus networks will be redesigned to ensure that people have faster, more direct journeys to other parts of the city. Secure, direct, segregated active travel routes will continue the transformation of our capacity for cycling and walking.

A similar approach needs to be taken with our town centres, reducing the domination of inefficient traffic and allowing for people friendly places.

On-street parking is one of the major points of traffic/people conflict in these town centres and on the road network. With limited road space, on street parking and more cars, the current approach is not sustainable. On-street parking on the road network provides too

many obstacles to the free flow of more sustainable forms of transport and travel. Increasingly, car and van drivers are using pavements to park making the limited space available difficult to navigate for walkers and inaccessible to those with mobility challenges like buggies or mobility scooters.

Learning from the approach adopted in places like Waltham Forest in London, each of Edinburgh's 'towns and villages' needs a plan to reduce car dependency, promote active travel, and increase the quality of public space.

Strategic planning and delivery

In Lothian Buses and Edinburgh Trams we have two award winning, publicly owned transport companies which, in their own right, operate two of the most successful and popular bus and tram services in the UK. However, within the public transport network, there are many opportunities for greater integration in areas like pricing and ticketing, integrated routing, and creating a better overall public transport experience but these are too often lost.



The introduction of the bike share scheme by Transport for Edinburgh is an important recent development. But integration of this with the public transport and active travel network is critical if the growth and expansion of travel by public transport, cycling and walking are to offer a better, more affordable and more attractive alternative to the car.



Better alignment of strategic business planning and operational management of the Council owned transport companies with the city's transport travel policy and programmes needs to be accelerated if the foundation for a transformational change is to be laid securely.

Equally the strategic framework and governance structures that guide regional transport infrastructure and planning are evolving. Scottish Government, Transport Scotland and neighbouring local authorities, for example with the Lothian area local authorities, have much to do to ensure that an integrated strategic approach is taken.

The development of the Edinburgh and South East Scotland City Region Deal, provides the opportunity to renew the approach to economic growth and align it with spatial and transport strategy at the regional level. New governance for better strategic planning and delivery can provide the basis for better decision making and allocation of resources against common outcomes and objectives.

The Scottish Government and Transport Scotland are progressing the second National Transport Strategy and Strategic Transport Projects Review 2 with a focus on carbon reduction and public transport/active travel priorities; along with these a review of the National Planning Framework and Scottish Planning Policy is underway, giving a context for significant change.

Technology

Advances in digital technology and the deployment of data have revolutionised our lives. We have vast amounts of information at our fingertips giving us access to increasingly personalised services on demand. We can quickly check the best routes and times on public transport simply by telling our mobile devices where we want to go. We can summon a taxi simply by putting a destination into an app.



We can download travel passes on to our devices and paper tickets are rapidly becoming a thing of the past. We can wave our bank card at a payment device on a bus and have confidence in being charged the cheapest fare.

Technology should further revolutionise personal mobility and the movement of goods and services over the next ten years. A single mobility account for public transport, low emission and shared bus and taxi services and dynamic timetabling that adjusts to demand will be part of this. Active sensors to manage congestion and traffic flows and personalised transport services that direct mobility services for people who have difficulty accessing mainstream public transport networks could also be significant features of the transport system by 2030.

Harnessing the potential of technology to get people, goods and services from door to door more easily, with seamless transfer and more affordably will be an essential feature of our strategy and use of technology to manage traffic.

However, we will need data to be open and useable if its potential is to be maximised. This makes partnerships with the Data Driven Innovation programme led by the University of Edinburgh, essential.

For all the people

The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services.

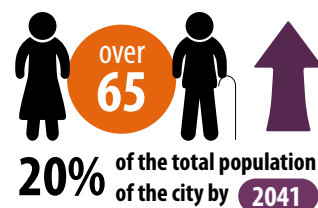
People's lifestyles and living patterns are changing and transport policy and systems have found it difficult to keep up. The lack of buggy and wheelchair space on some of Edinburgh's buses has been a significant source of debate in recent years.

Few households can afford to have one adult solely looking after the care and support of other family members. More people hold down jobs and caring responsibilities at the same time. Carers often need to make several stops on their journeys to and from work; to accompany children to school; to visit an older relative; or to shop for food. Twice as many women as men make multi stop and multi-purpose journeys. Twice as many women as men travelling to work during peak hours do not go directly from home to work.

Women and people from identifiable minorities fear being assaulted or harassed on the public transport network and cycle and walking footways. They are more likely to choose to travel by car or taxi because it is personally safer.

Young people are travelling in different ways and have less disposable income to spend on travel after housing and education. Engagement undertaken during the development of the Scottish Government national transport strategy evidenced that young people were worried about cost and safety on public transport.

As healthcare improves, the number of people with long term limiting mental or physical health conditions is growing and many of these people are more likely to have low incomes and find the cost of transport less affordable. They may also have greater difficulty accessing information, with making multiple changes for different services, at interchanges and have different experiences and perceptions of being safe on the public transport network.



Scotland's population is ageing. The number of people over 75 will nearly double by 2040. While historically people have tended to travel less as they get older; they are now fitter, healthier and more active in travelling. Increasingly specialist public services like health are accessible on line or in hubs but older users may need to travel to access more specialised, centralised medical care, whilst relatives and carers may need to travel to care for people in their homes as the growth of home care over residential care continues.

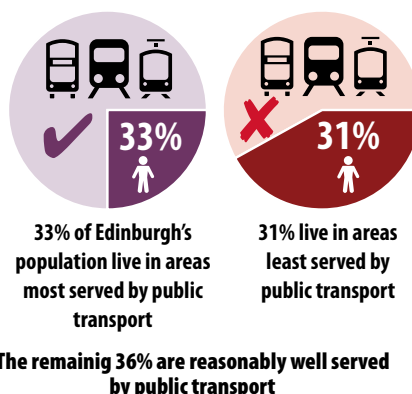
Isolated communities

While some parts of the city are well connected to public transport routes others are not.

Many of the most disadvantaged communities are on the periphery of the city. They must travel longer distances to get jobs many of which are in city centre locations or on the other edges of the city. Low levels of car ownership in the poorer and more peripheral areas of the city mean many of them are doubly disadvantaged. Neighbourhoods like Muirhouse, Pilton, Granton and Drylaw in the North, Clermiston and East Craigs in the West, Sighthill and Wester Hailes, Oxbgangs and parts of Gilmerton in the South and Lochend, Seafield and east edge of Leith all have relatively high levels of population but low levels of public transport accessibility.

Rural areas in the West of the city, which are experiencing significant population growth, like Ratho, Kirkliston and South Queensferry are all relatively poorly served by public transport.

Public transport accessibility



Fewer than a quarter of resident workers have public transport journey times of less than 20 minutes to work. Public transport journey times to jobs in the peripheral areas of the city are almost double those of jobs in the city centre. While most of the working age population can get to work in the city centre in 40 minutes or less by public transport, this falls to 63% to get to work in Leith, to only 42% to get to work in the places like Gogarburn and Heriot Watt. Across the city region, the city's job market opens up opportunities for people from relatively job scarce communities if the public transport infrastructure and accessibility is right.

Percentage of Edinburgh's working age population within reach of key employment areas by public transport

	20 mins	40 mins	60 mins
City Centre	52%	96%	99%
Leith	24%	63%	92%
Granton	17%	63%	93%
Bio Quarter	12%	58%	88%
Edinburgh Park	13%	64%	99%
Heriot Watt University	10%	41%	90%
Gogarburn/RBS	5%	42%	94%

The illustration overleaf shows public transport accessibility levels, including areas of Edinburgh with a high level of public transport services, and areas where there are lots of people (housing and jobs) but with a low level of public transport services. It also identifies that many of the areas with low levels of public transport are also areas where many households do not have access to a car.

The future

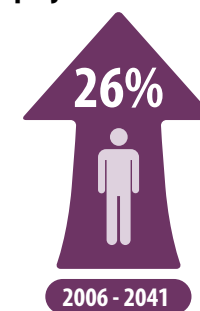
The number of people who live in Edinburgh who travel to work in the city is growing, as is the number of visitors.

Edinburgh is the fastest growing city in Scotland and one of the fastest growing in the UK. The city population has grown by almost 10% in the last ten years. By 2041 the city's population is forecast to grow by a further 13% to nearly 600,000.

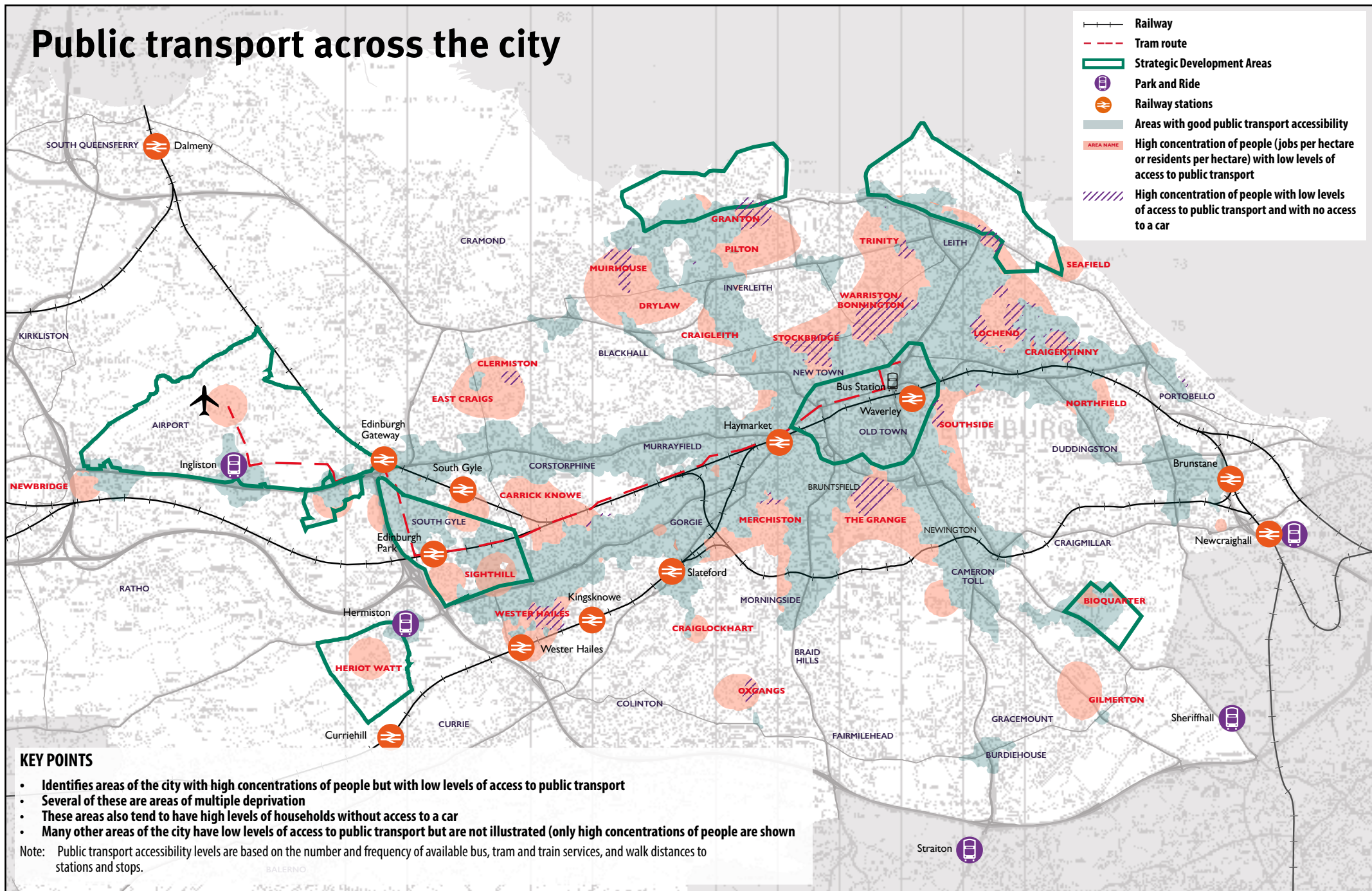
That growth creates pressures. Edinburgh is the greenest city in the UK. It is, mostly, made up of dense urban spaces where people live and work and large open greenspaces and green corridors. The road space connecting them is limited. With the exception of the off-road cycle paths along the old railway network there are very limited direct cycling routes joining places up within the city.

Building on and repurposing brownfield land rather than lower density development on greenfield sites has been the city's preferred approach to development. It is the most sustainable approach, but if it is to be successful and connect the city's dense built up areas to each other and to its green places better, public transport and cycling and walking routes and accessibility need to be prioritised and improved.

Edinburgh population projected increase



Public transport across the city



2 *Listening to People*

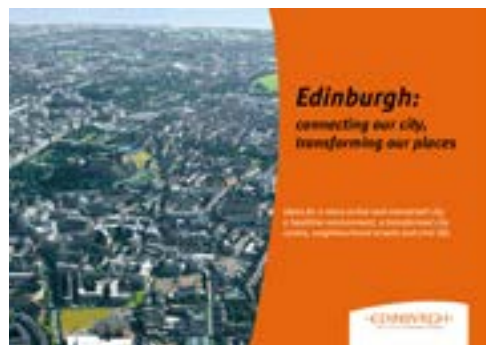
Work on the City Mobility Plan as a replacement for the Local Transport Strategy 2014 - 2019 began in 2017. Over the last two years the process of creating the Plan has involved extensive engagement and co-production with a wide range of individuals, groups and organisations.

The first stages in the process included:

- Researching developments, trends and best practice around the world to learn what other cities are doing well as being part of the EU's Civitas network through the SUMP's Up project (a two year best practice learning programme). This directed the review process and encouraged networking with other European cities.
- Identifying transport and mobility issues and opportunities through various activities, including analysis of transport related consultation and engagement outcomes from a range of recent stakeholder projects, including the 2050 Edinburgh City Vision.
- A series of stakeholder workshops and meetings on the Plan and the Low Emission Zone and City Centre Transformation projects, involving over 200 stakeholders from a wide range of user groups and public, private and third sector organisations.
- Market research across the city and into the wider region speaking to drivers, residents, businesses, and under-represented groups (young and older people, people from ethnic and language minority groups, people with mobility difficulties and those on low incomes).
- Engagement with the Transport Forum, with representatives from a range of mobility interests across the city, serving as the key stakeholder advisory group, and engagement with the Edinburgh Access Panel to ensure the Plan will lead to a city accessible to all.

Following this engagement, 15 'big ideas' were set out in 'Connecting our City, Transforming our Places' as part of a wide-ranging public consultation in autumn 2018.

This was the largest public engagement exercise undertaken in Edinburgh in 2018 and included public drop-in events, focus groups workshops including one dedicated to young people from schools across the city, surveys and market research targeting hard to reach citizens, including drivers.



More than 5,000 people contributed their views (either through the Council's online survey (4,192 returns), through workshops, focus groups, drop-in events or by groups and organisations submitting written responses. Key outcomes included:

- 75% of survey respondents supported the introduction of vehicle access restrictions for the most polluting vehicles.
- 90% supported the Council investing in electric vehicle charging points.
- 91% supported controlling large goods vehicles within the built up area.
- Focus group participants thought it essential that shoppers and people with mobility difficulties or with small children were able to park to access local shops and services.
- Workshop and focus group comments talked about the negative impact of the volume of bus traffic on the enjoyment of Princes Street.
- 87% of survey respondents supported contactless payment and integrated ticketing to make it easier to change between modes of public transport and reduce passenger costs.
- In face-to-face discussion participants supported quick and easy transfer at public transport interchanges such as Haymarket.
- Issues with access to Waverley Station and transfer to bus, tram and taxi connections were frequently raised.
- 55% of survey respondents favoured expanding bike hire, 39% car club hire, 40% car sharing and 20% peer-to-peer car lending to improve transport choices for those without access to a private car or in locations that are poorly served by public transport.
- 93% favoured expansion of park and ride facilities as a good way of reducing traffic in the city centre and town centres.

Co-production throughout the review has involved cross-service working throughout the relevant parts of the Council (including parking, planning, public transport, active travel and road safety).

A Strategic Environmental Assessment has been undertaken with close working with various organisations including Historic Environment Scotland, Scottish Natural Heritage and SEPA. In addition, an Integrated Impact Assessment has been carried out to assess the potential impacts of the Plan on a variety of population groups – as well as analysis of outcomes of all previous engagement exercises, further workshops were undertaken including a workshop with Edinburgh Access Panel.

Specialist input has been received from various sources:

- Nottingham's Workplace Parking Levy officer, the only one of its kind in the UK, visited Edinburgh to give advice.
- Transport consultants provided support throughout the process, including helping to draft various appraisal scenarios that tested the impact of future changes in the city.

Monitoring and evaluation expertise has been received through Edinburgh's involvement in the EU funded Sustainable Urban Mobility Indicators monitoring project.

Specialist consultants undertook the Edinburgh Sustainable Transport Study which aimed to identify corridors for mass transit opportunities in Edinburgh.

Engagement with Transport Scotland through the Edinburgh and South East Scotland City Region Deal's Transport Appraisal Board ensured that the Plan reflects emerging transport developments in both regionally and nationally.

Further stakeholder engagement in spring 2019 involving more than 100 stakeholders and the Transport Forum helped identify the policy measures that form the basis of this Plan.



3 City Leadership in a Changing World

Cities across the world are stepping up to respond to the way dramatic changes affecting people's lives. How we move around cities, and to and from them, has a significant effect on our quality of life and the places we live, work and visit.

For our transport strategy we have taken inspiration from cities all over the world:

Bordeaux

An integrated public transport system

Bordeaux has radically changed its public transport system to address a range of issues including congestion, social isolation and lack of space for pedestrians and cyclists.

Trams were introduced in 2003 and now run on three different lines. Buses run on a network of nearly 80 lines with traditional routes serving residential, business, study and leisure areas and bespoke routes that meet specific needs, including faster routes that cover greater distances, suburban routes that avoid the city centre, shorter round-trip routes and bookable custom routes with moveable departure points.

25 Park and Ride sites located close to bus and tram routes allow car based travel to be managed around the edges of the city. A bike hire scheme based around 139 locations and a river shuttle boat serving five stops on the banks of the River Garonne add to the integrated system created for the city.

Manchester

Growing a tram network

Manchester Metrolink tram network has grown significantly through several phases of expansion since 1992 to a network of more than 62 miles and 93 stops. It is now the UK's largest light rail system. Further expansion is planned and the role of Metrolink in supporting economic growth and housing market renewal in Greater Manchester means there is a need for significant additional capacity by 2040.

- In 2018 Manchester set out its plans for the largest cycling and walking network in the UK including:
- 1,000 miles of walking and cycling routes connecting communities across Greater Manchester.

- 75 miles of fully segregated routes along some of our busiest roads prioritised in the first phase of delivery.
- 1,400 new crossings for busy roads or other physical barriers that divide communities.
- 25 'filtered neighbourhoods' - where the movement of people is prioritised over through traffic and more green, community spaces are created.

The investment in the ten year plan is estimated to be £1.5 billion.

Copenhagen and Barcelona

Creating places for people

Copenhagen has been at the forefront of reducing on-street parking for more than 50 years, starting with the pedestrianisation of the city centre in the 1960s when its 1.15 km main street, Strøget, was closed to vehicles. More recently there has been an acceleration in the removal of parking spaces – between 1995 and 2005 the number of spaces in the centre of the city was reduced by 12%. This, along with wider parking and transport policies, has seen the number of people driving to work fall from 22% to 16% and the number of people cycling to work increase to 41%.

Through its Superblock Plan, much of Barcelona's 19th century city grid is being adapted to restrict traffic to the periphery of groups (or blocks) of streets. Inside each Superblock there are one-way streets in operation for use by residents and businesses, and new public spaces to support community life. The first Superblock was created in the Poblenou area of the city in 2016. Alterations made to the Superblock included expanding area for pedestrians by 80%, installation of new seating, new children's play areas, increased areas of greenspace and a dramatic reduction in the number of free parking spaces.

Auckland

Invest in and delivering public transport integration

Until recently transport policy in Auckland, New Zealand had made it a car focused city, however that is changing – a series of infrastructure interventions, mass public transport-oriented policy decisions, investment and hard work from all political parties mean Auckland is becoming a city where there is less need to own a car.

The change in direction started in 2003 with the opening of a new city centre train station that made rail travel more attractive by taking passengers into the centre of the city. This success convinced the government to support electrification and other upgrades to the city's suburban rail network.

In 2008 the city's Northern Busway was opened. A segregated bus route served by six stations (some with park and ride facilities) the Northern Busway added bus services to areas of Auckland with no bus routes – its success has shown that everyone will travel by bus if the speed, frequency and reliability is high enough.

To facilitate easy use of public transport in Auckland an electronic fare payment card, the HOPS card is valid on all public transport in Auckland, ensuring passengers only pay once for connected journeys.

In 2019 the number of trips made by public transport is expected to reach 100 million, but the public transport system is still not perfect – there are still some areas poorly served by public transport. However, the success of the measures introduced since 2003 has proved that the concept of improving public transport works so investment has been committed to further improvements.

Further planned improvements include new electric trains, extensions to busways, new interchanges and increases in rail capacity in the city by 2024.

Malmo

Model split targets

Malmo's sustainable urban mobility plan is based around the need for economic, social and environmental sustainability and the view that a holistic planning approach will improve quality of life for everyone in Malmo. The vision for the plan states that walking, cycling and public transport are the first choice for all who work, live or visit Malmo.

As in Edinburgh, Malmo is experiencing a large growth in population as well as growing number of jobs in the city and population growth in the wider city region.

To deal with existing traffic and the growth in trips expected from city growth, Malmo's mobility plan takes a target oriented approach – the city has been divided into 15 distinct

areas, each with its own characteristics. Modal split targets have been set for each area, dependent on the specific mobility issues and opportunities in those areas. For example, an increase in walking trips is set in some of the suburban areas with good local centres; increases in cycling levels are expected in the city centre; increases in public transport are anticipated in areas with good bus services.

Each of the individual targets will contribute to an overall target for Malmo, however as the individual targets are tailored according to the greatest potential for change in each area the overall target is more likely to be achieved.

Sydney

Investing in future tech

In 2016 the government of New South Wales introduced a 40 year transport strategy, Future Transport 2056, to deal with the increasing demand placed on the region's and Sydney's transport system. The population is projected to rise from 7.5 million to 12 million by 2056 and the number of journeys on the region's transport system each day is anticipated to reach 28 million – Future Transport 2056 has identified the need for the transport system to modernise to meet the increased demand and has use of technology at its core. There are five key technology strands to the strategy:

- Personalised customer interactions – personalised real-time information, navigation systems and payment systems that make it easier to use public transport.
- Transformed mass transit networks – increased use of automation and other new technologies that that improve frequency, efficiency and journey times of mass transit networks.
- More shared, demand responsive services – use of technology to offer a greater range of mobility as a service transport options tailored to meet individual needs.
- Enabling use of connected and autonomous vehicles – setting regulatory frameworks and standards for developing infrastructure that enables adoption of autonomous vehicles.
- Intelligent transport networks – investment in smart infrastructure and use of data to deliver efficient, flexible, safe and reliable transport networks.

Bristol

Implementing a Low Emission Zone

Through its Clean Air Plan Bristol has plans in place to become the first city in the UK to ban all diesel cars from its city centre. Part of a wider Clean Air Zone, the ban will work alongside other transport strategies (including creation of an inclusive mass transit system, promotion of active travel and working with bus operators to redesign services) to improve air quality and reduce congestion in Bristol by reducing use of private car.

Nottingham

Implementing a Work Place Parking Levy

In 2012, Nottingham introduced a workplace parking levy that requires workplaces to pay for each parking space provided for employees. Businesses that provide more than 10 spaces pay a levy of £415 (2019 prices) for each space provided - the aim is to generate funding for attractive alternatives to the car, to continue to develop high quality public transport, to protect investment in Nottingham's economy and to improve the city's environment and sustainability. Since its introduction the levy has raised between £8 million and £10 million each year, all of which has been used to pay for Europe's largest fleet of electric buses and to fund extensions to Nottingham's tram system.

Paris

Bike hire

The Velib bike hire scheme in Paris was launched in 2007 and now has a fleet of 20,000 bikes (30% of which are electric) based in 1,800 hire stations around the city. To use a Velib bike users swipe a credit/debit card at one of the bike hire stations. The card will be charged a small fee for use of the bike as well as a deposit to ensure safe return of the bike. Hire stations can be found roughly every 300 metres in any neighbourhood in Paris, ensuring that bikes are conveniently located for all residents and visitors of Paris.

Glasgow

£10 billion for mass rapid transit

In June 2019 Glasgow published the report of its Connectivity Commission setting out plans for significant transformation of its public transport network including an expansion of its mass rapid transport capability. It estimated that these plans would involve investment of over £10 billion over the next ten years.

Bremen

Mobility hubs/car sharing

The city of Bremen in Germany opened its first mobility hub in 2003. Featuring facilities for car sharing, bike parking and public transport the city now has 25 hubs. The 290 car share cars based at the hubs are estimated to have removed more than 4,200 private cars from the city's streets.

London

Congestion charging

The London congestion charge was introduced in 2003. The charging zone covers an area of 21km² of Central London - anyone wishing to drive in the zone, which operates between 7am and 6pm, must pay a charge of £11.50. Residents receive a 90% discount with blue badge holders, motorcycles and emergency service vehicles exempt.

Since its introduction the congestion charge in London has had a positive impact on transport - in the first year of operation congestion fell by 30% and after 10 years of operation the number of private cars entering the zone had fallen by 39%.

The reductions in car traffic improved bus journey times, making bus a more attractive option for travelling into central London.

4 *Our City's Progress*

Edinburgh is already on a journey to improve our transport system, to make it cleaner and more sustainable and, through investment, to enhance our streets, community life and health and wellbeing. By better connecting our city, we can transform our places.

We're already in a strong starting position. Our city is relatively compact and walkable - large areas of Edinburgh are built around flatted neighbourhoods and town centres ideally suited to walking to schools, greenspaces, shops and services, supporting local traders and businesses.

The publicly owned Lothian Buses and Edinburgh Tram are rated second only to London's public transport company in the UK. We have the highest bus use in Scotland - almost 30% of adults use buses every day - with high passenger satisfaction and low fares. Tram patronage continues to rise and surpass expectations with 7.4 million journeys made in 2018.

Annually 15 million trips are made by bike, including 7.5% of journeys to work. With 10% of our transport budget dedicated to cycling, we are supporting more people to take up cycling by delivering on-street cycleways separated from traffic, such as on Leith Walk.

Edinburgh has the lowest level of car ownership in Scotland, has been an early adopter of car-hire clubs in existing streets and new developments, and around 25% of all plug-in vehicles are based in our city region.

This positions us well to continue to adapt and, year-on-year, we are making it easier to travel sustainably around our city for work, leisure or to keep active.

However, we have and continue to recognise the need for change.

The Council monitors and takes steps to reduce traffic pollution by promoting cleaner buses in air quality hotspots and cleaner taxis and private cars through our licensing and parking permit regimes.

The city's design guidance for streets is at the forefront of creating and maintaining people-focused streets, helping to deliver improvements for pedestrians and a citywide cycle network through delivery of our Active Travel Action Plan.

The Council has already put in place a 20mph speed limit in the city centre, residential and shopping streets to make our streets safer. We are now reducing 40 mph streets to 30 mph.

In 2020, we will introduce a Low Emission Zone to restrict access for the most polluting vehicles to prevent ongoing harm to citizens, in particular for older people, young children and those with health conditions.

Construction is underway of the Tram to Newhaven. Passenger services will be running by 2023, providing better access to employment, the Airport, the rail network and supporting the regeneration of Leith and the wider waterfront. In its opening year, an additional demand of 7 million passenger journeys are forecast.

We are making improvements to buses with contactless payment, new airport services in north and south Edinburgh and new links to Queensferry, East and West Lothian alongside investment in cleaner and larger buses. These are all helping more people to choose public transport, taking more cars off the road and reducing pollution.

Transport for Edinburgh has introduced bike hire in 80 locations across the city as a quick, easy, low-cost way to get around. This will be supported by wayfinding totems to support journeys on public transport, on foot and by bike.

Edinburgh City Centre Transformation (ECCT)

In 2019, the Council agreed ambitious plans for the city centre to support community, cultural and economic life. Streets and public spaces will be focused around the needs of people, sustainable transport and celebrating our unique city heritage.

George Street is being redesigned to create a world-class destination that respects and enhances the World Heritage Site, featuring wider footways, inclusive access, public seating and cycle access.

ECCT will introduce new cycle lanes, separated from traffic, across the city centre via the East-West Link from Roseburn to Leith Walk and between the Meadows and George Street. New arterial cycle lanes to west Edinburgh and to the Royal Infirmary and Bioquarter in the southeast are also in progress.

As the popularity of electric vehicles grows, supported by Scottish Government funding, we will roll out the first phase of on-street charging points. Overall the Council's Electric Vehicle Action Plan is estimated to reduce transport emissions by 7,715 tonnes of carbon and 14 tonnes of Nitrogen Dioxide.

To meet the challenges of the next ten years, including net zero carbon emissions, reducing inequality and supporting sustainable mobility across the city and region, Edinburgh is setting out a range of ambitious measures to build on existing achievements.

5 *A three stage vision - 2022, 2025, and 2030*

2022 - Delivering today, planning for the future

By 2022, the construction of the **tram route to Newhaven** will be largely complete. A **comprehensive review of bus routes** in the city will have taken place, and the current generation of major **active travel schemes** will be delivered.

Our approach to city growth and development will be integrated with public transport and active travel planning, **prioritising sustainable sites and corridors**. Our **Low Emissions Zone** will be in place, as will a plan for the investment of the resources generated in public transport improvements by a **work place parking levy**.

A partnership with the **Data Driven Innovation** programme will be finalised, allowing open, real time data to influence city mobility and logistics.

The **City Centre Transformation Programme** will have identified transformational redesign of city centre places and spaces, and this approach will be extending out into our **towns and neighbourhoods**.

A **Regional Growth Framework, Regional Spatial Strategy, and Regional Transport Strategy** will all have been agreed, delivering national transport and planning policy. These will address the need for sustainable patterns of travel to work across the city region.

Improved public transport arrangements will begin to mean **fewer car trips** are needed to **Edinburgh International Airport**. Working with Transport Scotland and Network Rail, the **Waverley station masterplan** will have a full implementation plan.

Reform of **Council owned transport companies** will have taken place to deliver better integration and value for money. A **behaviour change campaign** will have been launched to encourage moves away from car dependency and to ensure more safety on public transport for staff and passengers

2025 - bolder actions

By 2025, a comprehensive **mass rapid transit plan** for the city and region will be completed. This will include new bus and tram systems, as well as park and ride and edge of city **logistics hubs**. The business case for a north south tram line will be agreed, linking Granton to the Bio Quarter and beyond.

A detailed plan will be in place to reallocate road space on **all arterial routes** to deliver improved public transport and dedicated active travel infrastructure.

A **comprehensive new bus strategy** will be agreed, including stops, routes, and public transport interchanges. Bus congestion will be reduced and bus penetration of key streets like Princes Street will be addressed. The **'to not through'** philosophy for the city centre will be being delivered. George Street will be transformed.

Income from the workplace parking levy will be delivering public transport improvements, focused on quality, innovation and affordability for those **in greatest need**.

Air pollution levels will have been significantly reduced following the introduction of a low emission cordon around the city centre and the city boundary. All vehicles will be required to comply with the regulatory allowable levels of air based pollutants following the introduction of the city centre and city wide Low Emission Zones.

A **data driven approach to mobility needs** will be in place, working with the taxi trade, public transport providers and the commercial sector.

Conditions for pedestrians will be much improved, thanks to the delivery of the Edinburgh street design guidance policy and a rigorous approach to enforcement.

Our plan for **sustainable neighbourhoods** will be starting to delivery, meaning fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces.

2030 - a city transformed

By 2030, the mass transit network, including tram, will have been extended **west** to Newbridge and will have been developed to connect the Waterfront in the **north** to the Royal Infirmary in the **south** and beyond.

The city region's seven **park and ride facilities** will be upgraded to support fast and frequent public transport along strategic bus lanes and mass rapid transit routes travel from these interchanges into the city. A **further four interchanges** will have been developed to the west of the city. This will give people travelling to the city a better choice to leave their cars at these interchanges and travel around the city on a fast, efficient public transport network.

Arterial routes will be being used for **mass commuting by bike**.

The city centre will be **largely car free**. **Car parking income**, however will decline as car parking space is re-purposed and revenue from the workplace parking levy will fall due to less car commuting.

A comprehensive new bus route network will be **in place**, with hubs at gateways to the city centre, and our iconic streets will be progressively **pedestrianised**. Elsewhere pavements widths will have been significantly widened with obstacles removed.

Seamless pricing, ticketing and accessibility will allow passengers to move between different forms of transport, from their cars to trams and local buses at these interchanges, without having to pay at different access points.

A **comprehensive city logistics system** will be in place, with last mile delivery systems by sustainable modes. Neighbourhood delivery hubs will be located close to public transport interchanges and public transport and active travel access points, allowing people to collect goods that cannot be delivered direct to their door.

The **strategic network of cycle and walking routes** will open up safer, healthier and more active travel for people and families. The cycling and walking route along the coast from Fife to South Queensferry to Cockenzie and further will allow people access to one of the world's greatest urban shorelines, giving them easy access to the Forth.

The **implementation** of the Waverley station masterplan will be underway.

Spatial Vision

This spatial plan for Edinburgh provides a picture of how the strategic priorities might be realised.



Part 2

Strategic Priorities:

- Enhancing Public Transport
- People Friendly Streets
- Planning new developments
- Managing Demand

Delivery planning and Monitoring Framework



Image courtesy of Sustrans

6 Strategic priorities

Enhancing Public Transport

Enhancing public transport is a key action to encourage people to change how they move and contribute to reductions in carbon emissions and congestion. This means maximising its potential by providing accessible services, and a range of fast, convenient and affordable options for people across the city region.

We have looked at key transport corridors through the Edinburgh Strategic Sustainable Transport Study (Appendix I) but as set above, we also need to review and enhance our existing bus, tram and rail services.

We will:

1. Ensure collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. We will review how we can improve strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system the city needs.
2. Carry out a strategic review of the bus network to improve accessibility, integration and public transport efficiency and to reduce/remove congestion in the city centre. By changing the traditional radial nature of bus routes fewer buses will need to pass through the city centre.
3. Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian.
4. Support rail capacity increases and high-speed rail as one of the most popular modes of travel into and out of Edinburgh. Work with operators and with Network Rail towards capacity increases to allow for greater passenger numbers on the Scottish rail network. Deliver the emerging Waverly station masterplan.



5. Ensure that investment in an up to date, safe, environmentally-friendly and fully accessible public transport fleet serves the city.
6. Strengthen partnerships with the taxi trade and car sharing partners to accelerate the introduction of reduced carbon and low emission vehicles, integrate taxi ranks with public transport hubs and manage the introduction of new technology to improve safety, standards and accessibility.
7. Review the existing bus garages in the context of park and ride and transport hubs to optimise options for the movement and storage of vehicles when not in service.
8. Introduce Selective Vehicle Detection and/or other bus priority measures to allow traffic signals to enhance bus movement and further support.



We will continue to:

9. Ensure Smart contactless payment is enhanced and made more flexible and seek its introduction across all public transport and operators. We will also encourage the introduction of flexible fares, including child and group concessions, off-peak and point to point options.
10. Review the use of dedicated bus lanes to improve bus journey times and timetable reliability by reducing delays from other traffic.
11. Support the City Car Club and City Bike hire initiative to ensure a choice of modes of moving for different needs and journeys including integration with the public transport system in location and charging. We are introducing e-bikes to enhance the bike hire option and will continue to assess technological improvements to the service.
12. Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.
13. Continue to invest in strategically placed transport hubs on the edge of the city where public transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
14. Continue to provide modern shelters with better accessibility and safety while also reducing street clutter and an upgraded bus tracker system to provide better information to passengers.

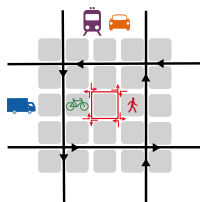


People Friendly Streets

Creating places for people means making safe, attractive and healthy streets and spaces for people to walk and cycle in and enjoy. This is key to ensuring we provide for and promote active travel for health and wellbeing as well as reducing car use and carbon and pollution impacts. We need to work to make sure our existing and new streets provide safe environments for active travel with good connections to wider networks and to make them interesting and attractive social environments for all.

We will:

15. Implement and review the Low Emission Zone scheme and supporting measures to reduce emissions from transport.
16. Develop and expand strategic walking and cycling networks and facilities to serve and connect key destinations across the city.
17. Create direct, segregated cycling routes along main arterial roads whilst also using quiet road and traffic free routes.
18. Review the capacity and use of existing and new active travel routes and implement changes to mitigate conflict between those walking, wheeling and cycling on shared footways and other shared spaces.
19. Support continued growth of EV and the switch to cleaner vehicles through a comprehensive network of charging infrastructure and the monitoring of developments in other vehicle technologies including hydrogen cells which might be important to powering Edinburgh's transport in the future.
20. Deliver a combination of rapid, fast and slow on-street charging points by 2023 at strategic locations around the city including in the city centre, in high-density residential areas outside the centre and at Park and Ride sites to influence car commuter travel patterns.
21. Explore speed limit reductions on all non 20mph roads in the city. We will review all 40mph speed limits within Edinburgh, with a view to potentially reducing limits to 30mph. We will also review the potential to further expand the 20mph network across the city.



We will continue to:

22. Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.
23. Ensure accessibility for those walking, wheeling and cycling by designing, adapting and maintaining paths and routes to accommodate all needs and abilities.
24. Where possible, adapt existing paths and routes to ensure access for all by taking into account a range of factors that can impede users with reduced mobility including route widths, gradients, clutter, barriers and surfacing.
25. Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and the Transport Asset Management Plan.
26. Manage vehicle access and traffic in the city centre and town centres and residential areas, creating more space for people rather than vehicles and opportunities for greener and more liveable places for people in the city, where vehicles are less dominant. This could be achieved through managing access for certain types of vehicle, or all forms of traffic, passing through areas all day or at specific times of day.
27. Apply and enforce parking, waiting and loading restrictions whilst allowing effective access for businesses and people with mobility difficulties.
28. Seek to rationalise, coordinate and integrate freight and goods vehicles and deliveries in the city, including edge of town goods consolidation centres, micro distribution centres in the city, click and collect hubs in communities to support walking and cycling deliveries and access restrictions and emissions standards to control vehicle types.
29. Explore mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.
30. Ensure robust monitoring and evaluation of travel behaviour and traffic through regular and consistent data gathering and innovation and explore the development of a city operations centre to oversee street operations across the city.
31. Develop a city operations centre to proactively and predictively manage our streets and public spaces to minimise disruption and ensure public safety. Such a centre would harness smart technology to more effectively coordinate information and resources across organisations with responsibilities for street operations across the city.

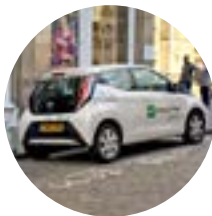


32. Prioritise traffic light control to benefit public transport, pedestrians and cyclists.
33. Research and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.
34. Tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions. From 2021, the Transport (Scotland) Bill will grant Scottish council's additional powers to enforce footway parking, double parking and parking at dropped crossings.
35. Continue to develop marketing communication and travel information approaches to promote specific messages and influence a switch to more sustainable modes of travel.

Planning New Developments

Planning for new developments needs to ensure they help to reduce the dominance of motor vehicles and help to make walking, cycling and public transport the obvious travel choices for the people in them. Policy measures proposed for planning new developments in Edinburgh include that we will:

36. Ensure the creation of dense mixed-use developments to support public transport and reduce the need to travel.
37. Prioritise brownfield development, reducing urban sprawl which can create travel demand that is often met by private car use.
38. Strengthen public transport integration to more effectively serve the growing city region including strategic development areas, Park and Ride interchanges and areas poorly served by public transport.
39. Integrate services and amenities into new development to reduce travel distances and the need to travel.
40. Ensure site permeability and deliver high quality streets in new developments from the outset that prioritise walking, cycling and access to public transport.



41. Manage the level of parking in and around new developments based on current and planned levels of walking, cycling and public transport access and the capacity of surrounding streets, and include requirements for car club, electric vehicles and bike hire provision.
42. Explore alternative access improvements to areas poorly served by public transport including community transport, mobility as a service and supported bus services.
43. Improve existing, and create new and enhanced, stops and transport interchanges across the city to better enable connections between services and modes.
44. Explore the feasibility of mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.'
45. Require travel plans for major new developments, workplaces, schools and other major trip generators, to include modal targets and effective monitoring. Travel plans monitor the travel behaviour of target groups (residents, schools, workplaces) and provide information on travel choices available while setting modal targets.
46. Provide access for loading/unloading and servicing without compromising street quality or conditions for pedestrians, cyclists and public transport users.



Managing Demand

Managing demand helps to influence travel behaviour and reduce traffic through a variety of economic incentives, regulatory measures and modern communication technologies. Policy measures proposed to manage demand in Edinburgh include:

47. Extending the coverage and operational period of parking controls in the city to manage parking availability for the benefit of residents by freeing up space from commuter parking. As well as extending the geographical extent of parking controls there may be areas where there is a need to extend the operational hours of controls, particularly where parking issues impact on use of space by local residents outwith the current periods of control. This measure will target areas of parking pressure in the city, whilst enabling better access for residents and people with mobility difficulties.
48. Reducing the level of on-street parking in areas well served by public transport whilst enabling parking for residents and people with mobility difficulties. This would be targeted at reducing car parking levels in areas with high levels of both kerbside parking and public transport services. The availability of alternative transport options to private car users would be critical to the success of this policy measure. This measure must also ensure that residents of such areas, and people with mobility difficulties have opportunities to park their car:



49. Following consultation, introducing a workplace parking levy on employers who provide more than a specific number of car parking spaces. The Council has made a commitment to this in principle and detailed criteria will be informed by survey work which is commencing shortly.



50. Continuing to manage how residents parking permits are issued based on demand, location and vehicle emissions.
51. If necessary, exploring the introduction of road user charging within the city based on a "user pays" system. This can be assessed in monitoring changes made and their effectiveness, so would be considered in the course of updates to Council on the level of success of the overall strategy and the impact of measures introduced over the early years of it. Road user charging is an effective way of reducing the number of cars in a city by encouraging drivers to switch to public transport, walking and cycling, and providing funding to support the development of alternative mobility options.

7 *Delivery, Monitoring and Performance Framework*

Delivery Plan Approach

Following consultation on the Plan, a full delivery strategy will be prepared. It will set out how we will address issues of governance, capacity, programme management, delivery planning, and funding.

Governance and engagement

We will set out how we involve passengers, communities and stakeholders (including businesses) in the design and development of mobility programme, projects and actions.

Delivery will require effective strategic collaboration between the City of Edinburgh Council, neighbouring authorities in the city region, Scottish Government, and transport operators, drawing together the emerging policies, proposals and actions of the National Transport Review, Strategic Transport Projects Review², the National Planning Framework 4 and the City Region Deal partnership.

Decision making will be in the form of business case development which will be taken to the appropriate committee of the Council, or an alternative partnership arrangement where appropriate.

Programme and project management

We will set out how the strategy will be delivered including the development of business cases (to include options appraisals) that demonstrate optimal economic, social and environmental benefits. Improved programme and project management will be required, and the delivery plan will set this how this will be put in place. This will build on governance practices introduced for City Centre Transformation and City Plan 2030.

We will set out how the development and implementation of policies and projects will be sequenced to ensure that they achieve the maximum benefit for people and communities while ensuring that disruption is minimised and effectively managed. We will also set out how risks will be managed at project, programme and city level.

Investment and funding

The funding of this plan will be challenging, required significant capital investment, business transformation, and changing revenue streams. We will set out an overall financial strategy at programme level, and then through each individual business case. We will seek to maximise external funding, from both the public and private sectors.

Outcomes, Targets and Measuring Performance

The strategy set out in this plan is an ambitious one. It seeks to reduce carbon emissions arising from road transport to zero by 2030. This can only be achieved by a significant increase in people choosing public transport and active travel over other forms of transport. The strategy is as much about changing behaviours and habits, as it is about funding and infrastructure. Work has been commissioned to better understand people's behaviours when they exercise those choices over their mode of transport. Funding applications are being considered by Sustrans and ERDF for work to develop a more strategic and analytical approach to data for both strategic development and operational management.

The policy measures set out in this consultation document are designed to meet a number of important long-term outcomes which are set out below.

Performance indicators will be developed through the consultation period and will form part of the delivery framework which will be reported to Committee later in the year.

1. Climate Change and Pollution

Achieve zero net carbon and pollutant emissions arising from how we move around and in and out of the city by 2030. Verifying baseline data, targets and performance measures will be developed and aligned with the Council's wider net zero carbon and sustainability plans. These will assess the overall impact of different sectors on emissions and will be subject to consultation with a wide range of stakeholders and community interests, including Lothian Buses.

2. Congestion

Reduce congestion and improve journey times. Targets and performance measures will be developed in consultation with local residents and transport operators. They will be benchmarked against the performance of similar cities.

3. Choices

Increased use of public transport, cycling and walking as alternatives to car use. An up to date benchmark will be established setting out the number of journeys undertaken by different forms of transport including tram, bus, rail, car, bicycle and walking. The proportion of journeys undertaken will be assessed each year and will be informed by regular surveys of local residents. Targets will be informed by the requirement to achieve the Council's net zero carbon target by 2030 against the contribution of different forms of transport to achieving that objective. Modal shift targets will be benchmarked against other cities and comparisons made at with other national, European and international cities.

4. Accessibility and Inclusion

Improved accessibility on public transport/mobility networks for communities and people to access opportunities for work, leisure and public services. Targets and performance measures will be developed in consultation with equality groups, the Access Panel and Lothian Buses and informed by wider consultation with residents and surveys of their views on barriers to public transport use in particular. We will seek to benchmark against other cities and develop comparable data sets to do this.

5. Public Safety

Improve safety for people travelling to and from places encouraging greater use of public transport and active travel networks. Targets and performance measures will be developed in consultation with community organisations, the Police and transport operators. They will be informed by accident data and perception audits undertaken on a regular basis.

6. Places and People

Improve the quality of the city centre and town centres for residents by reducing vehicle dominance and improving facilities and public spaces for people. Targets will be informed by the development of measures to ensure that local people are effectively involved in the development of better public places where they live, work or visit. Targets and measures will reflect how people feel about the quality of life and public places in their area.

The delivery strategy will set out target dates for the delivery of major change programmes and projects. These will be subject to funding with detailed deadlines set out in business cases.

City Mobility Plan

Connecting people, transforming places

Give us your views online -

www.edinburgh.gov.uk/mobilityplan

Contact the Mobility Plan team if you have any accessibility requirements -

email: spatial.policy@edinburgh.gov.uk

Spatial Policy, The City of Edinburgh Council, Waverley Court, Level G3,
4 East Market Street, Edinburgh, EH8 8BG

You can see printed copies of the City Mobility Plan in your local library.
You can find out more background information on our website

www.edinburgh.gov.uk/FutureEdinburgh



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