

Actions to Deliver Edinburgh's City Mobility Plan Consultation

'You Said, We Did'

1. Introduction

- 1.1 A citywide [consultation](#) seeking views on five draft action plans (Active Travel, Air Quality, Parking, Public Transport and Road Safety) and the emerging Our Future Streets (circulation plan) was undertaken over a 12-week period from 17 April until 9 July 2023.
- 1.2 Consultation activities were structured predominantly around stakeholder discussions including in-person workshops, market research, an online survey, public drop-in events, and focus groups capturing seldom heard and underrepresented groups.
- 1.3 The consultation gained further understanding of some of the city's biggest priorities and difficult decisions needed to deliver committed targets, [City Mobility Plan](#) (CMP) objectives and ways in which we can further enhance related programmes such as [Edinburgh's City Centre Transformation](#). Key targets include reducing car kilometres by 30% by 2030, reaching net zero for carbon by 2030, and achieving Vision Zero for safety by 2050.
- 1.4 This report summarises how the Council has used the consultation feedback, alongside data and technical evidence, to further inform, and reinforce or revise the final outputs of this work.

2. Consultation Feedback

- 2.1 The consultation was necessary to gather insights from key stakeholders and members of the public to:
 - Understand how the Council should prioritise the delivery of actions, many of which have already been approved in principle in CMP, to inform a place-based programme of investment across the city;
 - Capture feedback on the difficult decisions, challenges and trade-offs that will be required to deliver those actions within the constraints of limited street space;
 - Facilitate understanding of the interrelationships between the actions across each plan, identify any conflicts and maximise opportunities for alignment;
 - Identify any gaps across the plans that could have a critical impact on delivering the CMP objectives;
 - Understand if the suite of actions is ambitious enough to deliver CMP objectives; and
 - Identify any topics or issues that may be a particular concern amongst communities and other stakeholders.
- 2.2 The online survey received a total of 2,955 responses, with an additional 553 people engaged through representative market research. 55 Edinburgh

residents participated in the focus groups. 41 stakeholders attended the workshops, and 166 members of the public attended the drop-in events. Stakeholder organisations submitted 56 written responses. As such, the consultation programme received a total of 3,826 representations.

2.3 Views were captured across the following key themes:

1. Improving local travel for walking and wheeling
2. Delivering a joined-up cycle network
3. Delivering improvements to our public transport network
4. Delivering a people-friendly city centre
5. Achieving city-wide road safety targets
6. Improving our public transport and active travel corridors
7. Delivering vibrant shopping streets
8. Delivering liveable neighbourhoods
9. Supporting the journey to net zero and cleaner air

2.4 The consultation also enabled general feedback to be provided outwith these themes.

2.5 Full details of the activities, process and findings were presented to the Council's Transport and Environment Committee on 12 October 2023 – the report can be accessed [here](#).

3. Response to Consultation Feedback

3.1 This paper details how the consultation has, as far as possible, both reinforced supported actions and influenced changes and/or further detail where concerns or uncertainties were raised. Reflections on the actions and principles presented in the draft action plans and the emerging 'Our Future Streets' framework (circulation plan) are predominantly set out under the nine consultation themes.

City Mobility Plan-Led Approach

3.2 Consultation feedback included the need to streamline the amount of information presented across the action plans and resolve duplication with CMP. This has resulted in a more integrated 'CMP-led' approach as follows:

- Actions within the draft action plans have been transferred (as amended where required) into the updated CMP Implementation Plan. This means all mobility-related actions and investment priorities can be viewed and understood in one place under CMP's strategic umbrella, supporting a more integrated, consistent approach that also resolves duplication.
- The draft Active Travel, Parking, Public Transport, and Road Safety Action Plans have been refocused to provide supporting information to the CMP Implementation Plan on the delivery of actions. This information is now presented in 'Delivering Actions - Supporting Information' papers. Relevant strategic/contextual information has been transferred to the updated CMP Strategy to 2030.

- The Air Quality Action Plan (AQAP) is statutorily required to follow a Scottish Government template and has not been refined in the same way as the other action plans. The AQAP also considers actions to tackle non-transport related air pollution so is not entirely linked to CMP. However, the delivery information on all transport-related actions have been included in the updated Implementation Plan, reinforcing the need for integrated and place-based approaches.
 - Key performance indicators from the draft Action Plans have been reviewed and transferred, where appropriate, to the updated CMP Strategy to 2030. The inclusion of these additional KPIs in CMP supports a more strategic and efficient approach to monitoring all transport-related actions as opposed to each plan undertaking its own monitoring.
- 3.3 The CMP Implementation Plan also includes new strategic cross-cutting actions to support CMP objectives, including establishing an Accessibility Commission to deliver improvements for disabled people across our public streets and spaces.
- 3.4 To support an integrated, place-based approach to delivering actions, two new columns have been added to the updated Implementation Plan - 'Geographic Coverage/Approach to Prioritisation' and 'Project Types'.
- 3.5 Project Type categories comprise: Behaviour Change, Governance, Corridors and Routes, Street Transformation, Tram, Liveable Neighbourhoods, Major Junctions and Crossings, and City Operations. This approach will enable related actions under the same Project Types to be identified and built into project development and delivery in a more integrated way. This will also support a more robust and efficient approach to seeking and spending future funding.

Consultation Themes

Theme 1 - Improving local travel for walking and wheeling

- 3.6 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations were consistently regarded as the top priorities to make streets accessible for everyone walking and wheeling.
- 3.7 These priorities, and other measures which also received support including providing rest places, will be reflected in 'Liveable Neighbourhoods' projects (refer to Theme 8) and through our wider delivery programme for walking interventions.
- 3.8 Some footway improvements (e.g., providing smooth and level footways) will require significantly more budget than others (e.g. dropped kerbs). Our approach to prioritising footway interventions will take into account the cost and deliverability of measures.
- 3.9 For footway decluttering, stakeholder feedback places a priority on our town centres, and we will look to adopt this priority in our approach to decluttering.

In response to stakeholder feedback, we have also now made specific reference to temporary signage for traffic management as street clutter.

- 3.10 The importance of dropped kerbs was stressed by stakeholders and in focus groups. We will continue to dedicate resource to rolling out dropped kerbs across the city. This simple, low-cost measure will form a core part of our 'Liveable Neighbourhoods' programme.
- 3.11 While seating and places to rest were given the lowest priority by those responding to the consultation and market research for making our streets more accessible, those with mobility issues listed more rest places/benches as "extremely important". In response to this, we will not deprioritise additional rest spaces but will take care to only introduce new rest spaces in a way that does not increase street clutter
- 3.12 In terms of crossings, providing more frequent crossing opportunities or more time to cross roads was a priority from the market research and joint second priority from the survey. Making changes to crossings can sometimes be complicated by older equipment and/or interface with other modes of transport, like buses and trams. However, with relatively strong support for these changes, we will look to, where possible, improve crossing opportunities in the city. Our first priority locations will be around routes to schools.
- 3.13 In the draft Active Travel Action Plan, we had committed to reviewing 'two-stage' crossings and changing to 'single-stage' crossings where possible. While there was a significant difference in support coming through the survey and the market research, this action still featured lower on priorities across the board. We will first consider whether a widened pedestrian island may be a more appropriate solution for a crossing improvement. Where implementing single-stage crossings, we will ensure there is ample time provided to cross.
- 3.14 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. Decluttering actions will be prioritised within local/town centres and the city centre and actions to make walking safer in neighbourhoods will be progressed on routes to schools.
- 3.15 The Council established an independent Accessibility Commission for Edinburgh in January 2024 which includes representatives across several disability representative groups. This Commission, which will run for at least two years from the start of 2024, will support the Council's work in meeting the Equal Pavements Pledge.

Theme 2 - Delivering a joined-up cycle network

- 3.16 In terms of expanding Edinburgh's cycle network so that every household is within 250-400m of a high quality cycle route, the majority of survey and market research respondents supported this action. We will continue to plan the delivery of this action.
- 3.17 In response to stakeholder feedback, we emphasised the importance of our cycling infrastructure being a "network" in our supportive information.

- 3.18 Several comments were raised around the need to reintroduce a public bike hire scheme. Work is progressing to explore this as a priority for the city.
- 3.19 In response to stakeholder feedback, we have now committed to reviewing the Edinburgh Street Design Guidance every two years, rather than every year. This reflects the significant resource required to undertake this work and it is considered that a biannual review approach would still ensure the guidance reflects updates policy and practice in a timeous way.
- 3.20 In response to stakeholder feedback, we have stated an ambition to support cycle parking outwith Council land, for example in retail spaces. We have similarly stated an aspiration to have the recreational network audited and mapped, illustrating accessibility for different uses, in response to stakeholder feedback. Additional resource and partnership working is needed to support this work.
- 3.21 Our Future Streets (Circulation Plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, initiatives proposed was focus on simple measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings. Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. For corridors, the cycling network will be contingent on future investments on full corridors (e.g., A8). For the city centre, a network will be achieved by reducing/removing intrusive through traffic, making the streets safer and providing better connectivity/options for cycling within the city centre.

Theme 3 - Delivering improvements to our public transport network

- 3.22 Proposals to improve bus stop facilities were outlined in the draft Public Transport Action Plan. The consultation revealed that the highest priority was the need to improve real-time passenger information (RTPI). Commitments to improve RTPI will be updated to reflect the importance of this action and the need for the continued rollout of new information screens across new sites.
- 3.23 The Council is in the process of rolling out a new travel tracker system which uses full colour screens which are easier to read. This will display real-time departure information for multiple transport operators. As at end of November 2023, the Council will have replaced 210 out of 330 on-street signs and will create 100 new sites after the replacement schedule has finished.
- 3.24 The consultation confirmed support for improved shelter provision, particularly amongst older respondents. A need for safe, weatherproof and lit shelters with suitable seating was expressed, therefore commitments to deliver this have been strengthened to reflect this.
- 3.25 People with disabilities highlighted that improving the layouts of bus stops is a priority. The provision of more information on the availability of disabled spaces onboard bus and tram vehicles is also important. Actions have been reviewed

to take on board these issues and the needs of people with disabilities given more consideration throughout. In particular, proposals for bus stop realignment will carefully consider the impact on disabled people and younger and older users.

- 3.26 The Council will continue with its rolling programme of new and replacement bus shelters as budget permits, with prioritisation based on shelter condition and locations where there are known access difficulties.
- 3.27 The consultation asked whether people would be willing or able to walk or wheel a little further to reach a bus stop where there are; a) faster or express services, b) increased range of bus services; c) improved waiting facilities. There was general support for this subject to delivering a) and b). Proposals to realign a small number of bus stops across the city will reflect these preferences, to optimise spacing of stops and improve bus journey times and reliability. Maximising accessibility to/from these bus stops will be a critical part of the development of these proposals.
- 3.28 Several respondents mentioned the need for better integration of ticketing between bus and tram. In addition to that, younger people living in poverty mentioned the increasing cost of public transport as a barrier. *Tap Tap Cap* is being introduced on tram during spring 2024, reducing the cost of travel for many. Improved ticketing integration between bus and tram is consistent with council's longer-term objective in supporting integrating ticketing across all public transport modes.
- 3.29 Several respondents raised concerns about issues with antisocial behaviour on trains and buses, especially outside the main working hours. The Council will continue to work with the police and bus operators to tackle this. Investment in new CCTV technology connected with the City Operations Centre will help support ongoing initiatives.
- 3.30 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, walking, wheeling and cycling actions will seek to improve connectivity to public transport routes. For corridors, public transport actions will focus on making it more reliable and reducing journey times, as part of early actions and future fully integrated corridor projects (A8). For the city centre, public transport journey times will be improved with the removal of intrusive through traffic which will reduce demand by car to the city centre, further easing congestion.

Theme 4 - Delivering a people-friendly city centre

- 3.31 The majority of market research respondents and stakeholders supported the principle of investigating more restrictions to through traffic in the city centre over and above those committed as part of the City Centre Transformation Programme. Some focus groups were supportive, including women and disabled people (subject to providing suitable access for blue badge holders, for example), however others were less supportive (rural communities and

younger people). We will carefully consider and discuss impacts with all groups, including residents and businesses, at key stages of the development and delivery of these interventions.

- 3.32 The biggest priority areas for reducing through traffic include George Street, Lothian Road, Princes Street, High Street, the Bridges Corridor, Canongate, Cowgate, George IV Bridge and Grassmarket. Stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could potentially create wider traffic displacement, if not properly managed. Transformational public realm proposals are already being progressed at various stages for many of these priority areas (George Street, Lothian Road, Princes Street in particular) and the Council's City Centre Transformation (CCT) programme and the new Our Future Streets (Circulation Plan), which proposes an expanded area of interventions to further build on CCT, are proposed to address feedback. Further discussion on more detailed proposals for these interventions will be undertaken in due course.
- 3.33 There were mixed levels of support for delivering a targeted reduction in kerbside parking within the city centre. Effective parking controls help to ensure that parking opportunities are available for residents, those with mobility issues and blue badge holders making Edinburgh a great place to live and work. We will need to significantly reduce on-street visitor car parking to achieve the level of place and pedestrian priority required and to reduce demand by car from the city centre – this will help mitigate displacement impacts by removing demand and help revitalise businesses who will have better managed access for deliveries.
- 3.34 For businesses, we need to help them thrive and want to ensure deliveries can happen as easily as possible. However, the way we manage deliveries will need to change with stricter timed windows on our most sensitive streets which will become people focused.
- 3.35 There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Access to the city centre via public transport is already extensive and improvements to support travel via all sustainable modes is a key to City Mobility Plan objective. The Council's pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.
- 3.36 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For the city centre this will focus on the following cross-cutting themes when exploring how streets' networks will be delivered and communicated:
- Accessibility
 - Deliveries/logistics
 - Buses, in particular tour buses

Theme 5 - Achieving city-wide road safety targets

- 3.37 The priority for the Road Safety team is to undertake its statutory function in terms of collision and casualty reduction. To achieve this “statutory” outcome the team are undertaking the following duties:
- Facilitating an Accident Investigation and Prevention (AIP) programme on a 3-year cycle
 - Identifying and delivering a Speed Reduction Site programme, including investigation and intervention to change driver behaviour
 - Undertake speed limits reviews and delivering appropriate interventions
 - Reviewing pedestrian crossing infrastructure requirements and developing a proposed citywide framework to consider where facilities are required with other delivery partners.
 - Engaging with School Communities to consider appropriate safe active travel infrastructure around schools (including School Streets zones where appropriate)
 - Providing a Road Safety Audit service for the Authority (external consultant currently)
 - Developing future road safety policy and predictive risk modelling
 - Delivering annual Young and Old Driver education, and Junior Road Safety Officer events
 - Management of School Crossing Patrol Service
 - Deployment and supervision of school crossing guide staff
 - Crossing Guide site audits to consider appropriate infrastructure improvements
 - Engagement with Roadworks Co-ordination team to manage safe interaction with roadworks.
- 3.38 Re-designing major junctions was the highest priority to protect vulnerable road users even where this may have an impact on motorised traffic. Implementation of the Council’s Major Junctions Review is the appropriate project to focus and address this issue.
- 3.39 The initial stage of the Major Junctions Review work included the development a scoring methodology for the prioritisation of major junctions across the city, to enable the Council in subsequent stages, to establish a programme of interventions aimed at improving the safety of people walking, wheeling, and cycling through the prioritised junctions. An initial long list of 140 junctions was developed, which included an assessment and scoring methodology.
- 3.40 Following this, engagement was undertaken with key stakeholder groups representing vulnerable users (Living Streets Edinburgh Group, Spokes and the Edinburgh Access Panel) to identify those major junctions within the city which present the greatest safety concerns. A report was presented to the Committee on 20 April 2023, presenting the outcomes of the prioritisation and setting out the next steps towards the implementation of improvements at the 40 junctions prioritised through the review.

- 3.41 A professional services brief is now under preparation for the appointment of a consultant to take forward:
- Detailed development of early interventions on the top 40 junctions approved at Committee
 - Detailed design and traffic order development of the Kings Road (Portobello) junction scheme.
 - Concept design work for 6 of the top 10 junctions considering significant improvements for our most vulnerable road users.
- 3.42 A high proportion of those with children at home felt that it was also important to expand the number of schools with 'School Streets'.
- 3.43 The Council will continue to engage with School Communities to support School Travel Plans and importantly, consider appropriate safe active travel infrastructure required around schools. These measures will include different interventions and may including School Streets zones where appropriate.
- 3.44 There was overall support for the introduction of restrictions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally.
- 3.45 In a road safety context the creation of the Local Traffic Improvement team is intended to focus on mobility challenges our local communities face in terms of intrusive traffic and dealing with traffic volume. The Speed Reduction Programme (noted above) is considered as part of the statutory duties to reduce collisions and casualties, a function to reduce the speed of traffic in our neighbourhoods.
- 3.46 The Council will develop a project criteria to improve local mobility and mitigate the impact of intrusive traffic on our communities. We will also engage with local community representatives to build up a "Project Bank" for criteria assessment and local project delivery.
- 3.47 There is a legacy of the historical Neighbourhood Environment Programme (NEPs) and this is expected to deliver local projects that would not otherwise be included in traditional active travel, 20-minute neighbourhood or Road Safety programmes.
- 3.48 In a move to better inform the Council's Road Safety investment strategies, the service is exploring the use of predictive risk modelling to consider where collisions, incidents or areas of risk are likely to occur in the future. The team intend to trial the use of predictive risk factors to consider where future infrastructure improvements may be appropriate considering environmental, physical, driver and vehicle profile factors.

Theme 6 - Improving our public transport and active travel corridors

- 3.49 Stakeholders provided a mixed response as to how faster and more reliable bus services could be delivered. Respondents to proposals for "additional bus

lanes” and “bus priority at junctions” were equally split, for and against. Even so, these interventions can be very beneficial for public transport but consideration of impact will be given to other road users.

- 3.50 While there was general opposition to the “extension of bus lanes to 7am-7pm for 7 days a week” from survey respondents, marginal support from market research respondents, and general support from stakeholders. This remains a strong desire of bus operators due to service unreliability outside of peak times and at weekends. Consideration is being given to trialling extended bus lane hours on a strategic bus lane corridor to allow evidence to be gathered on bus service journey time and reliability improvements alongside any detriment to general traffic and local businesses This work will then inform any further roll-out and discussion on this measure.
- 3.51 The consultation revealed broad support for reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport. To free up space for place and sustainable modes, the Council will need to significantly reduce/remove parking on our key corridors.
- 3.52 Waiting/loading/shopper parking will be moved to side streets where-ever possible with overall volume pressures reduced significantly via consolidation based on user requirements (timed windows for loading, dedicated blue badge parking etc).
- 3.53 The Council will focus also on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods.
- 3.54 Public parking charges and maximum stay periods will also be tailored to specific local circumstances, such as short-term parking at local shopping areas and longer-term parking in non-residential streets with sufficient capacity.
- 3.55 A City Centre Operations Plan is currently being developed which will respond to feedback on the need for a clear strategy to support consolidation of freight and servicing movements including last mile delivery opportunities using low/zero emission modes such as cargo bikes. The Operations Plan will also consider other key city centre operational elements including coaches, taxis and private hire cars. It will also need to consider parking strategy to manage demand and improve accessibility for those with mobility requirements and residents living within the city centre.

Theme 7 - Delivering vibrant shopping streets

- 3.56 The consultation revealed broad support for reducing parking on shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties.
- 3.57 As the number of parking places are reduced, it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside

local businesses and shops can block customer and client parking and impact on business activity, which may also cause issues for servicing and loading. A lack of loading bays, or incorrect parking in loading bays often encourages poor parking choices, such as double parking or footway parking.

- 3.58 The aim to balance the limited parking, waiting and loading provision to benefit local businesses across the city and their customers by supporting short-term parking opportunities where possible, rather than long-term parking therefore remains strong.

Theme 8 - Delivering liveable neighbourhoods

- 3.59 Interventions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally were given overall support from the consultation.
- 3.60 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations was consistently regarded as the top priorities to make streets accessible for everyone.
- 3.61 A programme of area-wide 'Liveable Neighbourhood' initiatives is now proposed, focussing on measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings, decluttering and resolving trip hazards. Travel to school routes, and associated school street closures will also be considered. Issues of intrusive traffic caused by rat-running would also be addressed where there is local support using measures such as modal filters, as would measures such as crossings to help deliver cycling quiet routes. and has committed to proactively improving junctions and side streets with a prioritised plan.
- 3.62 The main aim is to deliver streets that allow people, especially residents, to get around easily, sustainably and locally. The Council will continue to plan the delivery of these actions in consultation with communities and other key stakeholders.

Theme 9 - Supporting the journey to net zero and cleaner air

- 3.63 Consultation on the Air Quality Action Plan was extensive and wide ranging, as part of the consultation process for both the City Mobility Plan (CMP) and for the Air Quality Action Plan (AQAP) (direct consultation with statutory consultees and the provision of an Air Quality specific workshop).
- 3.64 In response to the questions about supporting the journey to net zero and cleaner air, the Council has ensured that the actions which have support have remained in the AQAP, and where there has been particular public support, such as for supporting a progression to a zero-carbon bus fleet, these actions have increased in prominence and priority, including providing a more detailed implementation timescale.

- 3.65 Concerns about the LEZ are reflected within the AQAP and more signposting to available grants will be included. Concerns about impacts of the LEZ outside of the zone will be monitored as part of the monitoring and evaluation of the scheme.
- 3.66 Following the Air Quality specific workshop, there have been some changes to the actions, for example, it was suggested that rather than holding a workshop to increase collaborative working across the Council, the Steering Group should continue, and assist with the governance of the AQAP. We have widened the Steering Group out to further external partners, to ensure that actions are delivered within the timescales in the plan. The Council's Transport and Environment Committee also agreed that Council should work with organisations like the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh continues to improve beyond the minimum standard set by the Scottish Government.
- 3.67 Whilst amending the AQAP, we have continued collaborative working across the Council, and with external stakeholders to ensure that the actions are deliverable. Meetings have been held with colleagues in Education and Planning, those working with the travelling community, SEPA, as well as more formal collaborative working through a Steering Group meeting, which includes external organisations.
- 3.68 Other changes following continued collaborative working have included:
- Amalgamating AQAP Actions 2.1 and 2.4 (Action 2.1 is ensuring that air quality assessments are undertaken for traffic management projects, Action 2.4 is about making use of the National Modelling Framework (NMF) model to undertake such assessments), with 2.4 being a mechanism by which 2.1 can be implemented.
 - AQAP Action 4.1 (To incorporate air quality considerations within the Public Transport Action Plan), has been removed, as the action is no longer relevant because of the integration of the five plans into one streamlined CMP Implementation Plan and therefore implicit consideration of air quality. A new action now replaces Action 4.1 to support improvements to public transport, including enhancing and expanding the bus/mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing.
 - AQAP Action 8.4 (delivery of net zero community pilots) has been removed, because the funding source is no longer relevant, and it is unclear how this action would be delivered.
- 3.69 SEPA provided detailed feedback, and in response to this, and an updated Action Plan template issued by Scottish Government, changes to the structure of the document have been made, in particular a streamlining of the information contained within it, to focus more on the actions themselves.
- 3.70 The updated CMP Implementation Plan and AQAP contains more detailed information on implementation timescales.
- 3.71 Whilst the proposal to review on-street parking charges based on vehicle emissions to help reduce harmful emissions from transport was not considered

among the highest priorities, consideration will continue to be given to this to support the Council in improving air quality to further incentivise the transition to sustainable mobility.

- 3.72 Proposals to provide public electric vehicle (EV) charging hubs to help reduce harmful emissions from transport received majority support. The Council will continue to work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.
- 3.73 A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.
- 3.74 General support was given to expanding the areas served by Car Club to help reduce harmful emissions from transport. This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel and will continue to be a key element of the Council's strategy to support air quality improvements and support more sustainable travel.

Greening our City

- 3.75 Several responses expressed support for increasing the number of street trees and green spaces. Respondents noted the potential benefits with regards to safety, biodiversity and the creation of more welcoming spaces.
- 3.76 Creation and enhancement of greenspace including street-greening is a key priority for the Council, supported by the [adopted Local Development Plan](#) and emerging [City Plan 2030](#), and projects including the [Green Blue Network](#), and [Edinburgh's Biodiversity Action Plan](#) which support climate resilience and will help to tackle the biodiversity crisis. The Council has committed to being a [One Million Tree City](#) by 2030.
- 3.77 Our Future Streets (circulation plan) puts a focus on 'place' especially on streets with 'high-street' functions and within neighbourhoods, to maximise opportunities for street greening including sustainable urban drainage.