

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Developing a New Local Transport Strategy: Issues for Review

Item number 7.4
Report number
Wards

Links

Coalition pledges [P18](#), [P19](#), [P45](#), [P46](#), [P50](#).
Council outcomes [CO9](#), [CO19](#), [SO22](#).
Single Outcome Agreement [All](#)

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Executive summary

Developing a New Local Transport Strategy: Issues for Review

Summary

This report asks Committee to approve the draft 'Developing a New Local Transport Strategy: Issues for Review' report before issuing it for public and stakeholder consultation.

Recommendations

That the Committee approve the Issues for Review report, and its release for consultation with the general public and key stakeholders.

Measures of success

To issue a report which clearly sets out the policy areas where the Council faces possible choice or change of direction.

The intended outcomes are a reduction in transport-related emissions; a reduction in journey times across all modes; increased connectivity; and safer, more liveable communities.

Financial impact

The cost of consulting on and delivering the Issues for Review report and the Local Transport Strategy (LTS), estimated at £70,000 shall be contained with the Transport Revenue budget.

Equalities impact

An Equalities Impact Assessment will be carried out for the LTS.

Sustainability impact

A Strategic Environmental Assessment is being undertaken as part of the development of the LTS.

Consultation and engagement

The Issues for Review Report will be presented to a wide range of stakeholders for consultation, the Transport Forum and other key stakeholders including the Edinburgh Partnership, interest groups, Neighbourhood Partnerships, Community Councils, SEStran, and the general public.

Background reading / external references

Further reading includes:

- Appendix 1: Developing a New Local Transport Strategy: Issues for Review
- Appendix 2: LTS Preparation Programme
- [Local Transport Strategy 2007–2012](#)
- [Transport Vision 2030](#)

Developing a New Local Transport Strategy: Issues for Review

1. Background

- 3.1 The existing LTS was developed to cover the period 2007–2012; in October 2012, it was extended to cover a further 12 months. A new LTS is now being developed to direct the Council's Roads and Transport investment and service delivery for the next five years. This document will be aligned with the Scottish Government's National Transport Strategy and Regional Transport Strategy.

2. Main report

- 2.1 Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel.
- 2.2 No fundamental change of direction is proposed as part of the current LTS revision. However there are some significant areas of policy where there is scope for choice and change over the next five years. It is these areas of choice or change that are highlighted in the Issues for Review Report.
- 2.3 The issues have been identified through consideration of the Capital Coalition Pledges, workshops with relevant Council staff and through consultation with the transport spokespersons of the political groups.
- 2.4 The Council has recently adopted Action Plans covering Road Safety and Active Travel. No change in approach is proposed in these areas of policy.
- 2.5 Several other significant policy issues are covered by separate processes. These include development of Action Plans covering public transport and maintenance and renewals, and a process to come forward with proposals for the city centre.

- 2.6 Other main interfaces include the Council's 2030 Transport Vision; the Single Outcome Agreement; the National Transport Strategy; Sustran Regional Transport Strategy; Edinburgh's Local Development Plan; the Strategic Development Plan; the National Air Quality Strategy; the Sustainable Development Strategy; Delivering Capital Growth; the Economic Development Strategy; and area based strategies such as Area Development Frameworks, and the World Heritage Site Management Plan.
- 2.7 It is now proposed to consult on the Issues for Review Report. The proposed process is set out in the table below. Social media will also be used to encourage responses.

Summary of proposed Issues consultation	
Stakeholder	Proposed format
Political group spokespersons	Meetings
Edinburgh Partnership	Workshops/ questionnaires
Transport Forum and interest groups (eg business community, equalities groups, public transport operators, etc)	
Neighbourhood Partnerships and Community Councils	
SEStran and Neighbouring Councils	Paper and electronic Questionnaires / Libraries / Offices
General public	
Media	Media briefing

- 2.8 It is intended to return to Committee in August 2013, to report on the outcomes of the Issues for Review consultation, and seek approval for the draft LTS to be issued for comment. The final version of the LTS is intended to be put before the Committee in late 2013 for approval.

3. Recommendations

- 3.1 It is recommended that the Committee approve the Issues for Review Report, and its release for consultation with the general public and key stakeholders.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>Pledge 18 – Complete the Tram in accordance with current plans.</p> <p>Pledge 19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>Pledge 45 – Spend five per cent of the transport budget on provision for cyclists.</p> <p>Pledge 46 – Consult with a view to extending current 20mph zones.</p> <p>Pledge 50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020,</p>
Council outcomes	<p>CO9 – Edinburgh residents are able to access job opportunities;</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm;</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible;</p> <p>CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care;</p> <p>CO25 – the Council has efficient and effective services that deliver on objectives;</p> <p>CO26 –The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>All - An effective, accessible, transport network underpins all four priorities in the current Single Outcome Agreement.</p>
Appendices	<p>Appendix 1 - Developing a New LTS: Issues for Review Report</p> <p>Appendix 2 - The LTS preparation programme</p>

Developing the New Local Transport Strategy:

Issues for Review

January 2013

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FOREWORD by Cllr Hinds

Transport is an issue that has proved to be of continuing interest to the people of Edinburgh over the past few years. It remains vital that our transport system is accessible to all, supports economic development and continues to reduce the environmental impact of moving people and goods.

The Capital Coalition's pledge to establish a Transport Forum has been done and this body will be involved in consultations on the new Local Transport Strategy.

In moving our transport agenda forward, we have identified a set of transport related Issues for Review, that need to be considered in formulating a new Local Transport Strategy, to cover the 2014 – 2019 period.

At its meeting on 15 January 2013, the Council's Transport and Environment Committee authorised a stakeholder and public consultation on a set of Issues for Review. It also extended the current Local Transport Strategy for a further year, to give us time to consult on these important issues.

I hope that as many people and organisations concerned with transport in Edinburgh will be able to take part in this consultation. We look forward to receiving your views and assistance in shaping our new draft Local Transport Strategy.

Introduction

Transport in Edinburgh

Transport underpins almost everything we do. Often without thinking about it, we make transport choices whenever we go to work, take our children to school, go shopping, or visit friends and family. It is therefore very important that our all of our transport options are accessible, efficient and convenient.

On a strategic level, transport supports the economy, enhances the social and cultural fabric of the city, and can contribute to reducing carbon dioxide and other emissions. At an individual level, the choices we make about how we move around affect our health and general quality of life.

Here in Edinburgh, the Council is working to help create a city where walking and cycling are safe, comfortable and convenient modes of travel, and where emissions are kept to a minimum. We also want to create a city where public transport users can plan a convenient journey, motorists and public transport users can share well maintained roads where traffic flows smoothly and drivers can access parking where they need it.

Our transport activities are steered by the Edinburgh Local Transport Strategy (LTS) 2007 – 2012, which has now been extended to the end of 2013. It sets out our policies and objectives.

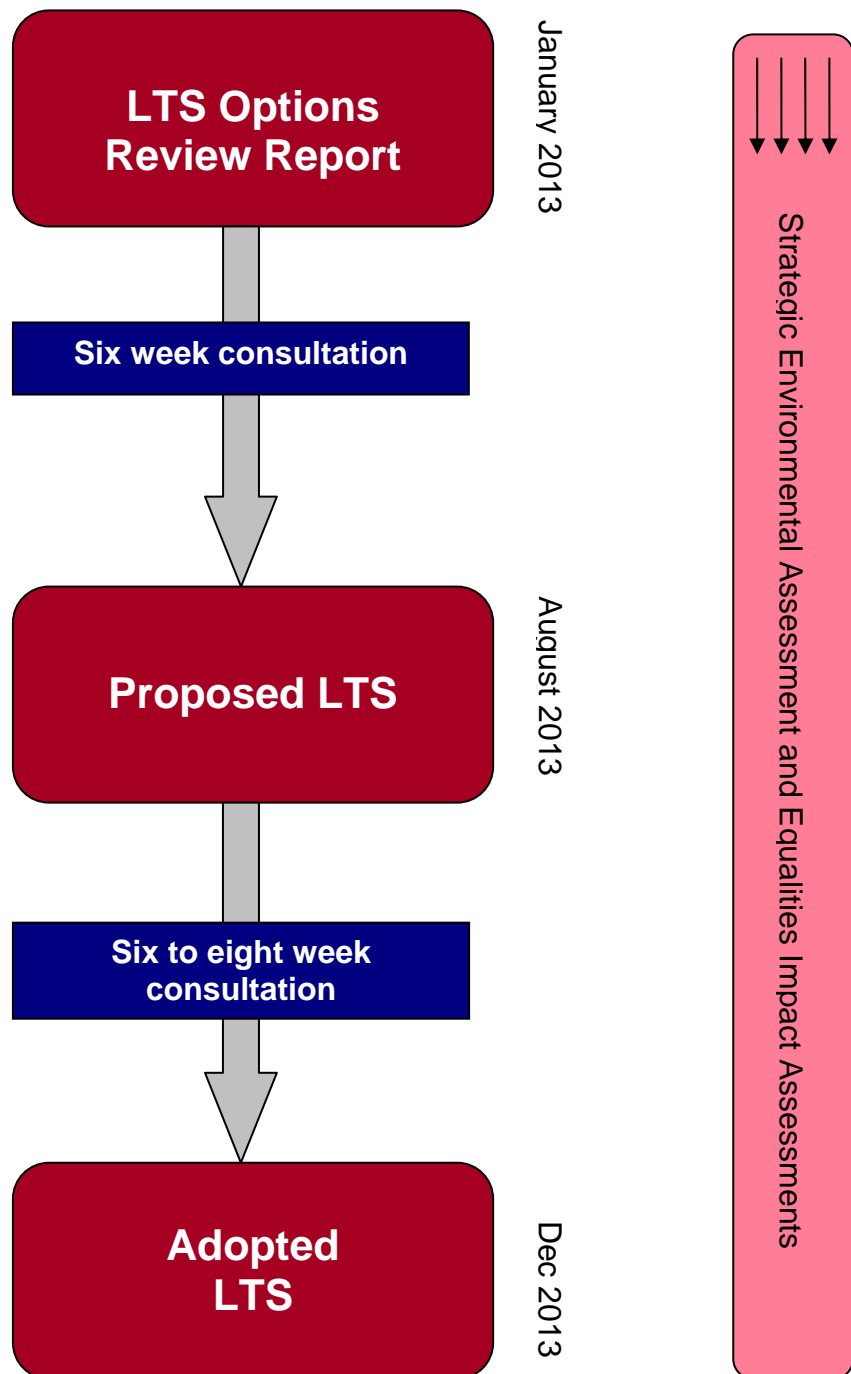
Some of the changes that you will have seen in Edinburgh in recent years have resulted from commitments made in the LTS. These include, for example, the expansion of Park and Ride sites around the city; the promotion of the City Car Club in Edinburgh, through the supply of on-street parking; the information improvements, on-street and online, e.g. through the rollout of 'Bustracker', our increased investment in cycling and our implementation of 20mph speed limits. Of course the tram has been a major and controversial element of transport investment over the past few years, but the project is now near completion and we can now look forward to having the tram operating.

Time for a new Local Transport Strategy

Now it's time for a new LTS to build on recent progress and takes into account changes in the last five years.

As part of the new LTS, the Council has identified ten issues where there is a significant choice to be made. These are set out later in this report. We are keen to know what you think on all these issues.

The Process



Work in Progress

In 2010 the Council agreed an [Active Travel Action Plan](#), covering walking and cycling and a [Road Safety Plan](#).

The [Active Travel Action Plan](#) sets out short, medium and long term actions to encourage walking and cycling in the city over the next ten years and includes ambitious targets to grow the proportion of trips made by bike to 10% of all journeys in the city and 15% of journeys to work. The Council has set aside five per cent of the total transport budget to deliver the cycling actions, with a commitment to increase this by 1% each year to 2016.

At the core of the [Road Safety Plan](#) is the goal that the Council and its partners will work towards Vision Zero; a road network where all users are safe from the risk of being killed or seriously injured. The plan sets out a range of actions covering education, marketing, engineering and enforcement.

We are not currently proposing any change of direction in these two key policy areas, though both plans are reviewed roughly every two years.

The new LTS will cover all aspects of transport in the city. However at present, a number of important issues are being dealt with through separate workstreams with their own consultation processes. So these issues, which are briefly discussed below, are not covered in detail in this report.

The City Centre

The City Centre is perhaps Edinburgh's most valuable asset, and is of course at the hub of the city's transport system. It is essential that whatever we do for the city centre, we get it right.

A cross-disciplinary team has been established to examine options for the City Centre once the Tram has been delivered. These will focus on how to preserve the city centre's unique character as a world heritage site, while making it a more pleasant place to live, work, and move around in. We will consult on a way forward during 2013.

Public Transport

A Public and Accessible Transport Action Plan is being drawn up and will contain a variety of actions to improve public transport service and infrastructure delivery. This is expected to go to the Council's Transport and & Environment Committee for approval in the summer of 2013.

We are also conducting a rolling review of the bus lane network.

Community and Accessible Transport

A comprehensive review of transport services for people who find it hard to use standard public transport is also underway. It is anticipated recommendations following this review will be considered by the Council in the first half of 2014.

Maintenance and Renewals

We understand that the condition of roads and pavements is one of the issues that people care most about. Improving the condition of the city's roads and

pavements is one of the most important priorities for the Council and we will seek to increase spending on their maintenance and renewal. Preparation of a Maintenance and Renewals Action Plan is a high priority for 2013.

Intelligent Transport Systems

In relation to street design and road network management, the Council proposes to maintain an approach of balancing the priorities given to different road users and to the roles of streets, including through its computerised traffic control 'Intelligent Transport Systems'. The overall approach will take account of the importance of individual streets both as places and for movement. Intelligent Transport Systems will be used proactively and in support of other policies, for example to give priority to late-running buses at traffic lights and to seek to reduce pedestrian delays as well as to seek to keep journey times for all traffic reliable.

Forth Replacement Crossing

The Council is working with Transport Scotland to deliver a package of public transport enhancements that will complement the new Forth Crossing

There are some other policy areas where we plan to continue with our current approach. These include street design and road network management, longer distance connectivity, Park and Ride, and Transport and Planning policy integration.

*In relation to **street design and road network management**, the Council proposes to maintain an approach of balancing the priorities given to different road users and to the roles of streets. This will take account of the importance of individual streets as places and for movement.*

*With regard to **Edinburgh's longer distance connectivity**, the emphasis on promoting rail travel over road and air remains unchanged. The Council will continue to lobby for High Speed Rail to Edinburgh and Glasgow. The tram will significantly improve access to Edinburgh Airport. Building on this, the Council will continue to support improved local access to the airport with an emphasis on prioritising public transport and managing parking, thereby minimising traffic and congestion impacts.*

***Park and Ride** retains an important role in the strategy to reduce city centre traffic. We will monitor Park and Ride use and respond as the use of sites grows. With this in mind we are developing plans to expand the site at Hermiston.*

*The **Planning and Transport** services continue to collaborate to ensure that developments have an appropriate mix of uses, and can be easily accessed by active travel and public transport. We now have a ['one door' approach to development](#) in the city.*

Good progress is now being made on the delivery of **Edinburgh Tram**, line 1a from the Airport to York Place. Once the tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future.

Have your say: how to participate in this consultation

By Internet

In the interests of minimising costs and increasing the speed of analysis of the feedback from this consultation, the Council's preferred form of consultation is via our online questionnaire.

Internet terminals are available at all Council public libraries and can be used for this purpose.

An electronic questionnaire will therefore be prepared for this consultation.

By Post

For respondents who choose not to use the online option, the survey may be completed by filling it out and returning in an envelope marked with the FREEPOST address below:

FREEPOST – RTCH – JJEK - TCCZ
The City of Edinburgh Council
Transport, Performance & Business
Waverley Court (C2)
4 East Market Street,
EDINBURGH
EH8 8BG

Confidentiality

There is no need to provide your contact details by either method of return. All information supplied will be treated with the strictest of confidence.

Further Information

For further information, please write to us at the above address, see www.edinburgh.gov.uk/localtransportstrategy;
E-mail; localtransportstrategy@edinburgh.gov.uk
or phone: 0131 469 3687.

1. Integrated Transport

Transport Integration means that whatever *types* of transport are involved, they all operate as one 'seamless' system, and generally it is about making trips that involve public transport as easy as possible. The Council is striving to achieve this in Edinburgh, though it is constrained by legislation that sometimes makes achieving integration hard.

The delivery of the Edinburgh Tram, as well as major rail investments including upgrades at Waverley and Haymarket stations, the Edinburgh to Glasgow electrification and the Borders Railway, is an opportunity to further improve transport integration in the city.

Ticketing

Holders of train tickets can buy a 'Plusbus' ticket that allows unlimited travel on all operators' services in the city and parts of Mid and East Lothian. 'Oneticket' provides integrated bus-bus and train-bus season tickets. It's intended that Tram ticketing will be integrated with Lothian Buses – day and season tickets will be valid on both bus and tram.

Full ticket integration, e.g. where the Council could require any bus service feeding into the tram to have a simple through ticket even for single journeys, cannot currently be delivered; it would require a change in legislation.

Information

Timetable and fare information is provided at nearly all bus stops in Edinburgh, we would like to know your views on the quality of this information.

Many busier stops have 'Bustracker' real time information, and 'Bustracker' is available on the internet and as a mobile phone App. Tram services will meet the same high standards and the largely segregated route should mean a very reliable service. SEStran (South East Scotland's Regional Transport Partnership) is working to extend real time information provision in the areas around Edinburgh and to more bus operators.

Accessibility and Interchange

People make 'door-to-door' journeys. A public transport trip will always involve some walking, and sometimes cycling and car use. Some journeys involve a change of bus or changing from bus to train etc. Integration means making all this fit together as well as possible. To help deliver this:

- a. A high quality train/tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway station at Gogar, Edinburgh Park station and St Andrew Square bus station will all have easy interchange with the tram.
- b. We will work with the rail industry on access to rail stations, including seeking to safeguard taxi access and improving provision for cycle storage. We are developing proposals to improve the streets around Waverley station, with particular emphasis on pedestrian and cyclist access to the station.

- c. Building on the UK-leading Airlink bus service, we will continue to work with Edinburgh Airport to improve access, with an emphasis on tram and bus.
- d. We will explore the potential to provide feeder bus services to the tram, especially from settlements in the west of the Council area.
- e. We will continue to monitor use of our Park and Ride sites with a view to expanding when necessary; the tram will serve the Ingliston site.
- f. We have reviewed selected pedestrian and cycle routes to Tram stops and will be implementing improvements in the run-up to tram opening. There will be cycle parking at key tram stops.
- g. We are reviewing pedestrian access to the city's busiest bus stops with a view to making improvements.

Please let us know what you think about the Council's approach to integrated transport and whether you think any changes are needed.

2. Supported Bus Services

Supported bus services maintain or enhance bus services where commercial provision would be nonexistent or low frequency. They help to maintain and improve the extent and connectivity of the overall public transport network. They can be an invaluable link to the network for non-car owners, people on low income, and people in outlying areas, such as rural west Edinburgh.

Support tends to be focussed on:

- 'orbital' services, for example the service 38 that serves the Edinburgh Royal Infirmary;
- Services in the early morning (e.g. to allow shift workers to get to work);
- Connections to medical facilities;
- Evening and Sunday services on some routes; and
- Services to smaller settlements e.g. Ratho and Turnhouse.

The need for bus service support is likely to increase if trading conditions for operators deteriorate in future. This could occur through a reduction in Scottish Government support via the Bus Service Operators Grant, or concessionary travel subsidy, or due to rising fuel prices.

Previous reductions in supported services have proved to be very contentious. Reducing supported services can have the effect of making other parts of the network unprofitable, thereby creating a vicious circle of patronage decline. Market research for previous LTS reviews has shown very strong public support for the kind of bus service that tends to be supported (e.g. to hospitals, Sundays, evenings).

Option 1

Increase funding to maintain, and where possible enhance, current service levels on Council supported bus routes, for example by setting aside a proportion of net revenue from parking charges and bus lane camera enforcement; and seek additional funding from other sources.

Option 2

Keep the funding for supported bus services the same as at present in real terms; that is allowing for inflation. This may still lead to reduced services if the need for support increases.

This is relevant to Coalition Commitment 3.5 – part of which is to encourage the improvement of routes and times.

3. Speed Limits – 20mph

Edinburgh has embraced the Vision Zero approach to road safety – the provision of a modern road network where all users are safe from the risk of being killed or seriously injured is the vision at the heart of the Council’s Road Safety Plan. More about our road safety interventions can be found in the [Streets Ahead Road Safety Plan](#).

Not only do lower speeds reduce the number and severity of road collisions, they bring other benefits. For example, they can help make streets and neighbourhoods more ‘liveable’, encouraging cycling and walking. There is strong public support for 20mph speed limits in residential areas.

A high proportion of pedestrian and cyclist casualties in the city occur on the busiest streets in inner parts of the city. In many of these streets average speeds are already fairly low, but a 20mph limit has potential to help rebalance these streets in favour of pedestrians and cyclists and to reduce the severity of injuries when people are hit or collisions occur. Option 1 below would see this lower speed limit in the city’s shopping streets as well as in residential areas.

Two key issues that need to be considered in relation to 20mph limits are enforcement, for which resources are limited, and the effect on bus services on roads where buses might otherwise be able to exceed this speed.

A pilot scheme has been implemented in South Edinburgh using signs-only for a 20mph limit. Changes in national guidance mean a hybrid approach using a mixture of signs-only on some streets and traffic calming on a targeted basis is now possible. Options 1 and 2 would be likely to adopt this mixed approach on minor streets.

It should be kept in mind that the next generation of motor vehicles is likely to include speed limit adaptive technology, which will enable cars to keep below the speed limit automatically.

Option 1

Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with high pedestrian activity (e.g. in tenement areas). This would mostly be achieved using signs, with limited traffic calming (e.g. road humps) where necessary.

This option would build on the South Edinburgh pilot described above. It would involve 20mph speed limits largely without road humps or other “traffic calming” features, though these could be used in residential streets where speeds significantly over 20mph were a persistent issue.

Because it relies mainly on signs, this approach is relatively low cost; around a sixth to a quarter of the cost of option 3. So coverage of 20mph limits could be extended rapidly. However the approach mainly relies on motorists complying with the new limit, so it is likely to reduce speeds less than option 3.

Option 2

Extend 20mph speed limits to all residential streets, achieved using signs, with limited traffic calming (e.g. road humps) where necessary.

This option is similar to Option 1 but would not include shopping streets.

Option 3

Extend 20mph speed limits to priority residential areas only, with speeds controlled wholly by physical traffic calming (e.g. road humps).

This option retains the established approach to 20mph speed limits which was used before the pilot in South Edinburgh. The higher costs, however, lead to much slower implementation; and in some streets the traffic calming features are not necessary to bring speeds below 20mph. Furthermore, this approach is not suitable for main shopping streets or busy bus routes, as it is problematic for public transport and the emergency services. It does, however, ensure very good levels on compliance.

[Coalition Commitment 6.3](#) commits to consulting with a view to extending the current 20mph traffic zones.

4. Speed Limits – 30mph and above

Some roads, in the outer suburbs of the city but still with houses or businesses fronting them, retain a 40mph speed limit.

This can speed up car journeys to a limited extent, but a collision at 40mph involving a pedestrian or cyclist is far more likely to result in serious injury or death than at 30mph. A 30mph limit has safety benefits and contributes to more people-centred neighbourhoods.

Option 1

To implement a 30mph limit on all streets with any “urban” frontage (i.e. houses, shops or businesses), with the exception of 20mph streets and some dual carriageways on the city outskirts.

The intention of this proposal is to make the approach to speed limits within the city clearer and more consistent and to improve safety.

Under the proposal a number of roads that currently have a 40mph limit, such as parts of Telford Road, Seafield Road, and Comiston Road would see the limit reduced to 30mph. 40mph dual carriageways like Calder Rd would keep the existing speed limit.

Option 2

Continue with the current approach of reviewing speed limits on a street by street basis, considering existing speeds and also accident numbers and severity.

Speed limits are considered for reduction on 40mph or higher speed roads where there is evidence of an increased risk or accidents; and also on streets where current speeds are relatively low. This is in line with established government recommendations.

5. School Streets

Encouraging young people to travel to school on foot or by bike has benefits in that it leads to healthier, more active young people, and also reduces pressure on the road network.

There will always be a certain proportion of trips to school by car, and these often cause significant localised congestion and parking problems around school gates at the beginning and end of the school day. In some cities, streets with schools on them are closed for short periods of around 20 to 30 minutes at school start and finish times to create a safer, more pleasant environment for children immediately around the school.

School street closures could be challenging to manage or enforce, may cause access problems to the residents living on the streets concerned and there is a risk of displacement of drop-off activity and associated traffic. With this in mind any such initiatives would be closely monitored to establish problems as well as benefits.

Option 1

Implement 'school streets' part time closure schemes on request from School Councils, if the surrounding road network allows, and monitor for results.

The part time closures of streets near schools will not be appropriate for all schools, but if early projects are successful this approach could be extended more widely on request.

Option 2:

Maintain the status quo - i.e. leave streets outside schools to operate in their current way.

Review the parking / loading restrictions and signage around primary and secondary schools on request.

6. City Centre Parking

No significant changes are proposed in this policy area; your comments, however, are sought on the proposed approach.

Managing parking is a vital component of the city's transport strategy. A sufficient supply of parking is required to support the city centre as a place to live, work, socialise etc and is often essential for people with impaired mobility who have use of a car. However, supply needs to be managed, and parking and loading restrictions are needed to keep the transport network flowing smoothly and prevent congestion; so a careful balance needs to be maintained.

Parking policy can also have a significant impact on the look and feel of the city centre. Too many parked cars on street can make the street uninviting for shoppers and pedestrians.

Over the past 15 years one major new car park has opened at Greenside, although this remains underused – and the St James Centre redevelopment would increase parking supply by over 1000 spaces. On-street parking supply has remained broadly stable.

Going forward, the Council's proposed approach to city centre parking is:

- To provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.
- To use parking and loading restrictions (e.g. single and double yellow lines) to enable safe and effective movement by all means of transport.
- To ensure adequate loading opportunities (e.g. dedicated loading bays) are available to service businesses.
- To provide high quality information, signing and guidance for off-street public parking and improving information and signage for on street public parking.
- To use pricing (such as decreasing ticket prices in less used streets and/or increasing ticket prices in busier streets) and marketing (such as improved signing) to encourage a more even distribution of parking activity – seeking to reduce over-demand in key streets including George Street.
- To consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport.
- To consider proposals for new or enlarged off-street car parks on a case-by-case basis, taking into account current demand and the impacts of proposals on economic vitality, traffic flow, pollution and the potential to reduce on street provision.
- To continue to support and promote bus and rail based park and ride, which offer an alternative to city centre parking.

7. Sunday Parking

Most parking restrictions in Edinburgh date back to before Sunday trading became widespread; today the city centre retailing operates on Sundays much as it does on other days of the week.

Free Sunday parking may not be maximising the economic benefit to retailers and other businesses – not all of the parking is by customers, and the lack of controls can reduce the ‘turnover’ of parking spaces. Also, the relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays.

In order to deal with the situation that now exists, the Council is considering introducing some degree of Sunday parking controls.

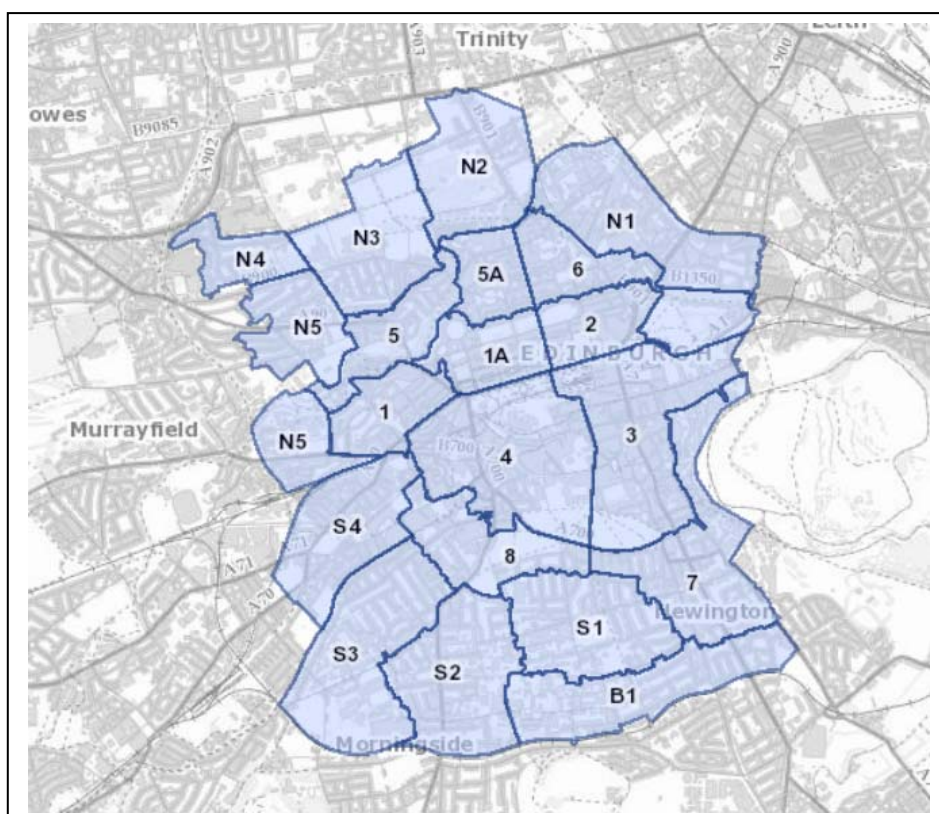
Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- Impact on the city centre economy - to what extent would changes benefit or disbenefit the economy.
- Impact on other Sunday activities, notably worship.

Before any of options 2 to 4 could be taken forward surveys would be required.

Currently, Sunday bus services are at a lower level than on other days of the week. If parking controls are introduced it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements without extra subsidy. But a further possibility would be to use additional net income from Sunday parking to support more bus services.

Some additional city centre Sunday restrictions will be required when the Tram is operational, these are already being progressed by the Council.



Central CPZ = 1, 1a, 2, 3, 4

Peripheral CPZ = 5, 5a, 6, 7, 8

Extended CPZ = N1, N2, N3, N4, N4, S1, S2, S3, S4

Priority Parking Zone = B1, B2

Option 1

Maintain the status quo – i.e. generally allowing on-street car parking in the city centre on Sundays, free of charge.

Option 2

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors.

Option 3

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents' permits operating in the central retail areas.

Option 4

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents permits in operation in central retail areas, and either just the central Controlled Parking Zone (CPZ), zones 1 to 4 on the map; or the central and peripheral CPZs, zones 1 to 8 on the map.

Delivery Option

Any net revenue from options 2, 3, or 4 could be set aside to enhance Sunday bus services. Your views are sought on this option

8. Residents' Parking/Controlled Parking Zone (CPZ)

Controlled parking now covers a large area of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses while generally discouraging on-street commuter car parking and thereby protecting residents' interests and supporting public transport use, walking and cycling.

The city centre CPZ completely excludes commuter parking but has led to problems of high parking pressure for residents just outside the zone. To deal with these problems we have recently been implementing "Priority Parking" areas around the edge of the CPZ. These have a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day. The cost of these bays is associated with the CO₂ emissions of the vehicle but is considerably less than the cost of a standard residents' permit.

The priority parking areas have reduced opportunities for commuter parking and helped residents find parking during the day but have not moved parking pressures on to other areas to nearly the same extent as the city centre CPZ.

Priority Parking is a low-cost solution, as there are very limited requirements for street furniture, no ticket machines and enforcement is needed for only a short period each day.

Progressing CPZ / Priority Parking in selected local areas can be relatively cheap to implement, and allows local areas to be tailored to local needs. For example, priority parking will be promoted in the streets around tram stops, to protect residents from commuter parking.

Option 1

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further Controlled Parking Zone (CPZ) or Priority Parking areas on a planned and strategic basis, actively promoting schemes where future pressures are anticipated, for example, around major employment, retail or university sites in the suburbs.

Option 2

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further CPZs or Priority Parking areas only on request from local residents.

9. Air quality

The quality of the air we breathe is important to our health. Edinburgh has three Air Quality Management Areas, in which it is a statutory duty under European law to take reasonable steps to reduce Nitrogen Dioxide Levels.

All diesel- and petrol-engined vehicles emit some Nitrogen Dioxide, but larger diesel-engined vehicles such as buses and lorries cause relatively large amounts of pollution. So reducing Nitrogen Dioxide pollution needs a degree of focus on these types of vehicle.

There is an Air Quality Action Plan which, to date, has relied on voluntary measures, for example retrofitting of lower-emission engines into buses. However progress towards reducing emissions has been slow and there is a risk of EU fines from 2015.

In addition to the options below, the Council will be taking forward actions to manage traffic flows, where possible, through its computerised traffic light control system. This measure on its own, however, will not achieve the EU target levels for air quality.

Option 1

Introduction of a 'Statutory Quality Partnership' or use of a 'Traffic Regulation Condition' to impose emissions requirements on most bus operations, with more stringent requirements applying to services having the largest impacts on air quality in Air Quality Management Areas.

This option, which has been adopted in Glasgow for the city centre and main radial bus routes, would enable a tailoring of emissions requirements. For example more stringent standards could be applied to the most frequent bus services and those spending the largest proportion of their time operating in Air Quality Management Areas. The option would lead to a reduction in emissions from buses. But because some bus operations would be excluded and lorries would not be covered, the effects may be smaller than for a low emissions zone. The ability to tailor emissions requirements means that there are likely to be fewer problems with this option than for an LEZ. For example for operators of less frequent longer distance bus services could be exempted. A *Statutory Quality Partnership* or *Traffic Regulation Condition* could be delivered at a significantly lower cost than a Low Emissions Zone.

Option 2

Introduce a 'Low Emissions Zone' to Edinburgh with entry requirements for buses and goods vehicles based on their emissions. Requirements would be phased in to allow adjustment by operators.

Under this option the overall standard of vehicle fleets would improve and emissions would reduce. This option, however, has significant set-up and running costs. Operators with older vehicle fleets could be adversely affected by the pressure that fixed emissions standards would create to renew fleets.

Without significant financial support this could result in the loss of some bus services.

Option 3

Introduction of a 'Low Emissions Zone' to Edinburgh with operators of goods vehicles and potentially buses with higher emissions charged for entering the zone depending on the levels of emissions from their vehicles. Lowest emissions vehicles would enter free.

As for option 2, this would put pressure on vehicle operators to renew vehicle fleets and could have similar impacts on operators and potentially bus services. However, because of the scope to enter the Low Emissions Zone with more polluting vehicles there would be more flexibility for operators. Furthermore, there may be potential to use net revenue generated by this option to support emissions- reducing initiatives or to support retention of vulnerable bus services.

Option 4

This option is a combination of options 1 and 2/3 – to apply a Statutory Quality Partnership to impose emissions requirements on most bus operations, and also to apply a Low Emission Zone, with or without charging, for goods vehicles.

While again having significant set up and operating costs, this Option would allow a more tailor-made approach for bus operators, while also providing some revenue.

Option 5

Continue current voluntary efforts to reduce emissions.

This approach is likely to result in slow progress towards objectives and the risk of EU fines. There would, however, be fewer problems for businesses and bus operators, as there would be no requirements to use cleaner vehicles nor charges for using more polluting ones.

[This relates to Coalition Commitment 6.8 – to investigate the possible introduction of low emission zones.](#)

10. Travel Planning

The Council is frequently approached for assistance with Travel Planning (involving organisations helping staff to plan their travel - usually with the objective of minimising car use). There is currently no resource available to do this. The Council imposes Travel Planning conditions through the development control process; but sometimes there is little follow-up by either the developer or the Council.

Travel Planning is low-cost and research work for the UK Department for Transport suggests it can be a very effective way of altering travel behaviour.

Option 1

For the Council to employ an officer with a specific remit to take a more proactive stance with major employers and other organisations on travel planning. Travel Planning is a process which encourages employees, residents, students and others to travel less in general (e.g. flexible working) and to travel more by walking, cycling and public transport, through provision of better, often personalised, information and sometimes through incentives .

Option 2

Maintain the status quo of action by only encouraging travel planning through the Planning process (alongside the granting of planning permission).

Providing a Travel Planning service could help the Coalition fulfil Commitment 5.8 – to invest in healthy living and fitness advice for those most in need.

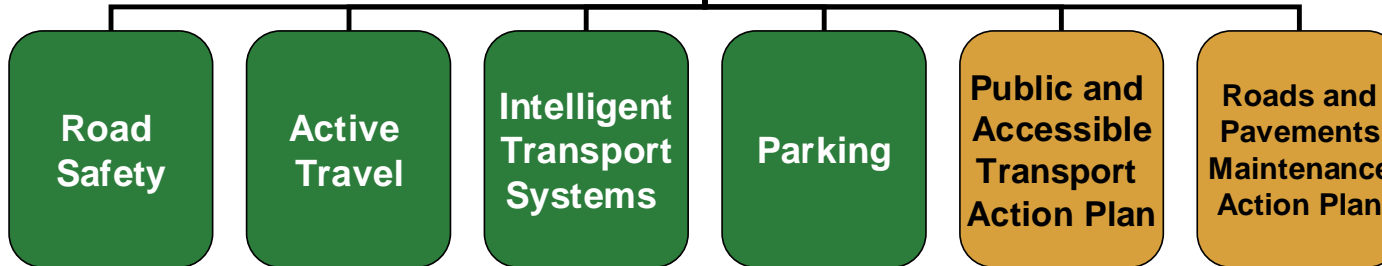
Appendix 1: The Transport 2030 Vision

The Council's long term approach to transport is set out in its [Transport 2030 Vision](#). The Vision includes nine desired outcomes, as below, and sets out indicators of progress towards these as well as listing initiatives that contribute to each.

By 2030, Edinburgh's transport system will:

- be **environmentally friendly** - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions
- be **healthy** - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality
- be **accessible and connected** supporting the economy and providing access to employment, amenities and services
- be **smart and efficient** providing reliable journey times for people, goods and services
- be part of a **well planned, physically accessible sustainable city** that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of
- be **safe, secure and comfortable**
- be **inclusive and integrated**
- be **customer focussed and innovative**
- be **responsibly and effectively maintained**

Appendix 2: The Policy Framework: policy alignment



Appendix 3: Coalition pledges

Following the local government elections in May 2012, the Capital Coalition was formed between Labour and SNP politicians and the [Contract with the Capital](#) was published.

The agreement outlined the Capital Coalition's shared commitments for delivery during the 2012-2017 term of the Council via a range of pledges in the following key areas:

Many of the Coalition Commitments involve transport, but the pledges below relate most directly to roads and transport services. Where there is a direct link to one or more of the Options, this is indicated in blue parentheses.

- 3.4 complete the Tram project in accordance with current plans;
- 3.5 keep Lothian Buses in public hands and encourage the improvement of routes and times; [\(Option 2, 7\)](#)
- 5.8 invest in healthy living and fitness advice for those most in need; [\(Option 10\)](#)
- 6.1 prioritise keeping our streets clean and attractive;
- 6.2 spend five per cent of the transport budget on provision for cyclists;
- 6.3 consult with a view to extending the current 20mph traffic zones; [\(Option 3\)](#)
- 6.4 set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs;
- 6.8 investigate the possible introduction of low emission zones; [\(Option 9\)](#)

Appendix 2

LTS Preparation Programme.

Activity	Dates
Main Issues Report to the Policy Review and Development Sub Committee for scrutiny and discussion.	20 December 2012
Final Main Issues Report to the Transport and Environment Committee, for approval to issue for consultation.	15 January 2013
MIR consultation period. Workshops with stakeholders, including members of the Transport Forum. Stakeholder questionnaire. Public questionnaire.	January to March 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to Transport Forum.	tbc June / July 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to the Policy Development and Review Sub – Committee, for scrutiny and discussion.	tbc July / August 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to the Transport and Environment Committee, for approval to consult.	tbc August 2013
Local Transport Strategy consultation period. Workshops with stakeholders. Stakeholder questionnaire. Public questionnaire.	September – October 2013
Report on the Local Transport Strategy consultation period to the Transport Forum.	Late October 2013
Local Transport Strategy presented to the Policy Development and Review Sub - Committee for scrutiny and discussion.	tbc November 2013
Local Transport Strategy presented to Transport and Environment Committee for approval.	tbc December 2013