

# Transport and Environment Committee

10.00am, Thursday, 9 August 2018

## **‘Edinburgh: connecting our city, transforming our places’ – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation**

|                     |  |
|---------------------|--|
| Item number         | 7.8  |
| Report number       |  |
| Executive/routine   | Executive  |
| Wards               | All  |
| Council Commitments | <a href="#">16, 17, 18, 19, 20, 21, 22, 26, 27, 48</a> |

### **Executive Summary**

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The Council is developing three strategies simultaneously: The City Mobility Plan, Low Emission Zone(s), and Edinburgh City Centre Transformation. Following extensive consultation with stakeholders this report seeks agreement to the attached consultation document (the prospectus) to present ideas for public engagement. The prospectus sets out ideas to create a more active and connected city, a healthier environment, a transformed city centre, and improved neighbourhood streets.

Social media and public marketing will promote the prospectus and further information will be available on a website. Engagement will include public events to be held across Edinburgh’s locality areas, city centre areas, and engagement with key stakeholder groups. Following public engagement, draft strategies and detailed proposals will be prepared early in 2019, and will be the subject of further consultation.

The Edinburgh Summer Summit (the summit) took place over 21 and 22 June 2018, and closed key city centre streets to enable the space to be used in a quiet and people-focused way. Based on the success of the event, this paper seeks agreement for regular vehicle-free days in the city centre and town centres (‘Edinburgh Open Streets’). An evaluation of the summit is attached to this report.

## Edinburgh: connecting our city, transforming our places' – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation

### 1. Recommendations

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- 1.1 This report recommends the Transport and Environment Committee:
  - 1.1.1 note that engagement with stakeholders on the City Mobility Plan, low emission zone(s), and the Edinburgh City Centre Transformation projects has taken place between February and May 2018, and informed the basis of the proposals upon which public engagement will be undertaken;
  - 1.1.2 agree that wider public engagement will be focussed on the attached prospectus engagement paper 'Edinburgh: connecting our city, transforming our places' subject to minor revisions;
  - 1.1.3 agree that public engagement will be undertaken for an eight-week period, commencing in September 2018, in line with the approach set out in this report;
  - 1.1.4 note following the public engagement, the next steps will be to develop specific proposals for each of the individual projects, to be followed by further engagement on detailed proposals early in 2019;
  - 1.1.5 note the evaluation report of the Edinburgh Summer Summit in appendix 2;
  - 1.1.6 agree that the City of Edinburgh Council develops a programme to regularly hold vehicle-free days in the city centre and town centres; and
  - 1.1.7 agree that the Local Transport Strategy, which expires at the end of 2018 will be replaced by a people-oriented 'City Mobility Plan' which will run until 2023.

### 2. Background

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- 2.1 The Council is undertaking three inter-related projects that together will fundamentally shape decisions about the transport network, sustainable travel choices, health and liveability of neighbourhood streets, and the civic, cultural and economic vibrancy of Edinburgh's city centre. The projects share outcomes, geographies, and stakeholders, and are being aligned to provide a holistic public engagement and delivery process.
- 2.2 Edinburgh is part of a European network of cities dedicated to cleaner, better transport in Europe and beyond. As part a two year Sustainable Urban Mobility Plan

programme ([SUMPs-Up](#)), Edinburgh is following best practice guidance in developing transport and placemaking strategies.

### **City Mobility Plan**

- 2.3 The Council's existing 5-year local transport strategy is due to expire. This will be replaced by a 'City Mobility Plan' (CMP), that will cover a 10-year period to 2030 and determines the strategic direction for mobility, sets objectives, and informs related priorities, resources, and investment.
- 2.4 In [March 2018](#) the Committee approved an initial stakeholder engagement and consultation phase of the Local Transport Strategy (now City Mobility Plan) review.

### **Development of Low Emission Zone(s)**

- 2.5 To reduce road transport's contribution to poor air quality, the Scottish Government is promoting the establishment of low emission zones (LEZ) in Edinburgh, Glasgow, Aberdeen and Dundee.
- 2.6 In [May 2018](#), the Committee agreed to the Council taking an ambitious and comprehensive approach to developing LEZs in Edinburgh (including combinations of geographical and vehicle-type restrictions). The decisions taken in May were in line with the Council's [commitment 18](#), which is to 'improve Edinburgh's air quality and reduce carbon emissions [and] explore the implementation of low emission zones'.

### **Edinburgh City Centre Transformation**

- 2.7 This project aims to pull together a framework for the holistic long-term development and management of the city centre focussing on providing a better experience for people on foot, bicycle, and public transport, as well as an improved public realm. This project will comprise a strategic vision, future action plans, and an investment strategy.
- 2.8 The Committee approved the outline scope of the proposed project in [October 2017](#). A draft vision and objectives were subsequently produced, the project programme was revised and a Communications and Engagement Plan was developed, all of which were approved by the Committee in [May 2018](#).
- 2.9 Activities undertaken to contribute to Edinburgh City Centre Transformation (ECCT) support Council [commitments 16, 18, 19, 27](#).

## **3. Main Report**

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- 3.1 This section provides further detail on the ideas presented in the prospectus, stakeholder input to date, and sets out a proposed approach to the forthcoming public engagement stage.

### **Identifying issues and options for the future**

- 3.2 Following SUMP best practice, identifying and understanding issues has involved reviewing literature and other cities' approaches, feedback on recent Council

consultations (economy strategy, and [2050 Edinburgh City Vision](#)), and an extensive programme of engagement with stakeholders.

- 3.3 Engagement with stakeholders in Spring 2018, has involved the following:
- 3.3.1 workshops with key groups, including the Transport Forum, Edinburgh Voluntary Organisations Council '[thinkSpace](#)', Edinburgh Access Panel, school pupils, Edinburgh Development Forum, Active Travel Forum, SEStran forums on integrated mobility, and logistics & freight;
  - 3.3.2 workshops with over 200 stakeholders, including private sector companies, third-sector organisations and research groups, elected members, community councillors, neighbouring local authorities, and transport providers (public transport, freight, taxi, private hire, and community transport); and
  - 3.3.3 attending Local Development Plan community briefings in the four localities.
- 3.4 Ideas from this engagement have been assessed based on contribution to strategic objectives, resource implications, and feasibility. Ideas have also been tested with the transport forum, which has served as a stakeholder advisory group to support work to date.
- 3.5 The next stage for development of the projects is to publicly test the ideas generated through stakeholder engagement. This will involve public events and online consultation, supported by the prospectus which sets out ideas to create a more active and connected city, a healthier environment, and a transformed city centre and neighbourhood streets.

#### **Public prospectus**

- 3.6 The prospectus sets out why Edinburgh, as a growing city, must shape its mobility system for the future to prioritise walking, cycling, and public transport over private car use. The case for change highlights the role of transport as an enabler that can help all communities benefit from the city's economy; provide access to liveable neighbourhood streets; and support a city centre that is attractive for visitors and prioritises the needs of residents.
- 3.7 The public's views are sought on the following ideas grouped into three themes, as set out below.

| <b>A fair and inspiring capital city</b>   |  |
|--|--|
| Outcomes sought  | Ideas proposed   |
| <ul style="list-style-type: none"> <li>- Transforming the City Centre, and renewing town centres to:               <ul style="list-style-type: none"> <li>o reduce dominance of cars</li> <li>o improve civic spaces for visitors and residents</li> <li>o improve transport hubs and wayfinding</li> <li>o supporting retail, business, and tourism.</li> </ul> </li> <li>- Creating integrated transport access for all areas of the city (journey times, cost, travel information).</li> <li>- Improving access to employment, education, and cultural heritage.</li> </ul> | <ul style="list-style-type: none"> <li>- A walkable city centre – reducing traffic dominance and priority</li> <li>- Improving streets, gardens, spaces, and places – renovating existing and making new civic spaces</li> <li>- Creating better accessibility – wayfinding to direct people around the city</li> <li>- Strengthening town centres – creating walkable neighbourhoods and supporting local businesses</li> <li>- Making it easier to use public transport – integrated payment/ticketing that works across bus, tram, bike hire, and car club</li> <li>- making individual journeys easier – using technology to provide bespoke transport services.</li> </ul>                                      |
| <b>A healthy city</b>  |  |
| Outcomes sought  | Ideas proposed   |
| <ul style="list-style-type: none"> <li>- Promoting health benefits of walking and cycling.</li> <li>- Reducing ill-health of citizens from traffic-borne air pollution</li> <li>- Cutting carbon emissions by promoting clean fuels and vehicles.</li> </ul>   | <ul style="list-style-type: none"> <li>- Creating a more active city –developing strategic walking and cycling networks</li> <li>- Improving air quality – developing low emission zones and restricting polluting vehicles</li> <li>- Encouraging clean vehicles – expanding network of electric vehicle charging points</li> <li>- Giving people in new developments better transport options – setting modal targets</li> </ul>   |
| <b>A smart and thriving city</b>   |  |
| Outcomes sought  | Ideas proposed   |
| <ul style="list-style-type: none"> <li>- Supporting inclusive growth for Edinburgh by through:               <ul style="list-style-type: none"> <li>o improving the efficient movement of goods and services</li> <li>o managing traffic volumes and freight</li> <li>o creating a fully integrated public transport network.</li> </ul> </li> </ul>   | <ul style="list-style-type: none"> <li>- Widening the reach of public transport – extending and realigning public transport to improve range of origins and destinations</li> <li>- Offering more sustainable choices for longer journeys – expanding park and ride network and connecting it to more transport choices</li> <li>- Protecting the city’s environment while supporting businesses – creating freight hubs to reduce the impact of large vehicles in urban areas</li> <li>- Controlling the impact of commuter parking – extending parking controls and introducing a workplace parking levy</li> <li>- Looking to the future – improving the use of smart technology across all transport.</li> </ul> |

3.8 Informed by public engagement and taking into account the needs of the city as a whole, the next stage will be to develop detailed proposals for each of the projects

including feasibility assessments. Further engagement on specific proposals will then be undertaken early in 2019.

### **Open Streets Edinburgh**

- 3.9 On 21 and 22 June 2018 Edinburgh held a two-day Summer Summit, including a parade down the Mound, transforming parts of George Street into vehicle-free public space, a series of events at the Mound precinct, and workshops and debates at the Assembly Rooms and St Andrew's and St George's West.
- 3.10 Following the success of the Edinburgh Summer Summit, this paper seeks agreement that the Council develop an 'open streets' programme of vehicle-free days on the first Sunday of every month (10 am – 5 pm) in key parts of the city centre and town centres.
- 3.11 Open Streets Edinburgh would help citizens experience the city in a quieter, more people-focussed environment and enable the Council to monitor air quality, congestion, and travel behaviours to inform future plans for the city.
- 3.12 Road closures are likely to be achieved through an Experimental Road Traffic Order (ETRO) unless linked to a specific event. To determine which streets to close and ensuring suitable diversions are in place, engagement with residents, businesses, and emergency services would be required. A progress update will be provided to the October committee.
- 3.13 Edinburgh's approach is based on successful precedents held in Paris on the first Sunday of each month since 2016 as part of the [Paris Breathes](#) campaign and through the [Summer Streets](#) programme held on the first three Saturdays in August in New York.

## **4. Measures of success**

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- 4.1 The upcoming public engagement stage seeks to achieve the following measures of success from the public:
  - 4.1.1 improved awareness of the case for change and range of potential ideas that could be progressed in Edinburgh;
  - 4.1.2 ability to input views on the ideas set out in the prospectus via the Council's consultation hub and social media, printed response forms, and through public events;
  - 4.1.3 confidence that views have been heard by the Council; and
  - 4.1.4 aware of the next steps for the work and opportunities to be involved in future delivery.

## **5. Financial impact**

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- 5.1 The ideas set out in the prospectus could have significant financial implications. Further assessment of potential implications will be made as part of feasibility work

to be undertaken following this stage of public engagement. The following immediate financial considerations are highlighted below for the Committee's awareness.

- 5.2 The Council received €13,000 of funding from the European Union covering all costs of participation as a leadership city in the two-year SUMP programme.
- 5.3 Funding of £40,000 has been provided from the Council's Smarter Choices Smarter Places allocation for 2018/19. To date, this has enabled a study of regular travel patterns of commuters from beyond the Edinburgh boundary as well as residents of the city including hard to reach groups. The results of this work have informed the prospectus. The remaining funding will support further research focussed specifically on the proposals outlined in the prospectus.
- 5.4 Scottish Government has made funding available to support local authorities in developing low emission zones. Local Authorities have been invited to bid for capital funding to support infrastructure requirements and resource funding. The Council intend to submit funding bids to meet the close date of 31 August 2018.
- 5.5 Funding of £760,000 has been awarded through Sustrans Community Links Programme to support delivery of ECCT including £60,000 allocated to further develop the preliminary design for George Street and the First New Town.
- 5.6 ECCT funding will enable the procurement of project management services and a multi-disciplinary consultant to prepare a city centre strategy, business case, and action plan for delivery. Tasks will include data analysis and transport modelling, a monitoring and evaluation plan, public engagement in the city centre, 3D visualisations, and ensuring proposals align with LEZ, CMP, and committed capital projects and developments in the City centre.
- 5.7 To deliver Open Streets Edinburgh, funding of £50,000 has been made available to the Council by Paths for All, to spend by March 2019.

## **6. Risk, policy, compliance, and governance impact**

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- 6.1 Each of the projects has board responsible for oversight and delivery for the projects comprising service managers from across the Council's Place Directorate. The boards are supported by project teams that are working together to ensure aligned outcomes and minimise risk of work and resource duplication.
- 6.2 Council officers are engaged with SEStran and SESplan (South East Scotland's respective regional transport and planning partnerships), Transport for Edinburgh, neighbouring local authorities, and Transport Scotland to ensure regional perspectives are included in work across the projects.
- 6.3 In addition to the secondment of ECCT project's director from Sustrans, Lothian Buses' operational audit and compliance manager has been included on the project delivery team. This will help to ensure an operational perspective is included in project development.

- 6.4 A Transport Bill has been introduced to Scottish Parliament in June 2019 (the Bill). The Bill is wide-ranging, the provisions most relevant to the Council being in relation to Low Emission Zones, local bus service operation and passenger entitlements, and parking-related offences. The relevant implications of the Bill are being reflected in the proposals.

## 7. Equalities impact

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- 7.1 An Integrated Impact Assessment (IIA) will be undertaken for the projects as ideas are evaluated and developed further. Early IIA work is commencing over the upcoming public engagement which will actively seek feedback to inform assessments. Detailed IIA will be undertaken over winter of 2018 to align with the development of the projects.
- 7.2 The ideas for public engagement have been initially assessed for their potential to support an inclusive and fair city. Stakeholder engagement included the Edinburgh Access Panel, NHS Lothian, pupils from Firhill High, and EVOC; whilst research on travel patterns (as set out in paragraph 5.3) included minority ethnic groups, young and old people, and those with low incomes.

## 8. Sustainability impact

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- 8.1 Options under consideration across the three projects are all expected to have positive impacts on sustainability, with some proposals directly seeking to reduce air pollution and carbon emissions. An initial sustainability impact assessment has been undertaken to support the prospectus and will be further developed through strategic environmental assessment.

## 9. Consultation and engagement

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- 9.1 This report details stakeholder engagement to date (see section xxx) and the proposed approach to public engagement. Appendix 3 – set out a public engagement plan.

## 10. Background reading/external references

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- 10.1 Civitas' [Sustainable Urban Mobility Plan programme \(SUMP-Us-Up\)](#)
- 10.2 [Edinburgh's Local Transport Strategy review](#), report to Transport and Environment Committee, 1 March 2018
- 10.3 [Developing Low Emission Zones in Edinburgh](#), report to Transport and Environment Committee, 17 May 2018
- 10.4 [Central Edinburgh Transformation – Scoping Report](#), report to Transport and Environment Committee, 5 October 2017

- 10.5 [Central Edinburgh Transformation](#) – Progress Report, report to Transport and Environment Committee, 17 May 2018
- 10.6 [2050 Edinburgh City Vision](#)
- 10.7 [Paris Breathes](#) campaign
- 10.8 New York’s [Summer Streets](#) programme
- 10.9 [Smarter Choices, Smarter Places](#) programme
- 10.10 Sustrans [Community Links Programme](#)

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## **11. Appendices**

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- 11.1 Appendix 1 Prospectus – ‘Connecting Our City, Transforming Our Places’
- 11.2 Appendix 2 Evaluation of Edinburgh Summer Summit
- 11.3 Appendix 3 Public engagement plan



# ***Edinburgh:*** ***connecting our city,*** ***transforming our places***

*Ideas for a more active and connected city,  
a healthier environment, a transformed city  
centre, neighbourhood streets and civic life.*

# Foreword

Edinburgh is one of the fastest growing cities in the UK and by 2040 will have a population of almost 600,000. The way we travel, shop, socialise, work and play is also changing, reflecting global trends and new technologies.

Edinburgh's growth will provide new jobs, homes and amenities but it must be carefully balanced to provide a high quality of life, access to services and opportunities for all residents, in particular communities that experience inequality.

Reducing congestion and vehicle-borne air pollution, improving journey times by public transport, realising the lifelong health benefits of walking and cycling, and creating streets and public spaces that support city living for all are key to sustaining our inspiring capital city.

This prospectus sets out bold, ambitious ideas that will help achieve the Edinburgh 2050 vision, a fairer, thriving, connected and inspired city. These ideas focus on **better places designed with people at its heart**, with space for human connections; a city that is enabled by technology driving a stronger economy.

This document has been informed by wide ranging discussions with community groups, transport users and operators, public, private and third sector interests; lessons learnt from cities across Europe; and develops emerging themes from the 2050 Edinburgh City Vision.

Please take this opportunity to tell us what matters to you and help develop the best solutions for the city.



**Councillor Lesley Macinnes**  
**Convener Transport and Environment**

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## How to be involved



The best way to provide your feedback is by completing the online survey.

**City of Edinburgh Council  
Consultation Hub**



Print copies of the prospectus, survey and collection boxes are available in city libraries and Council buildings. Or you can respond in writing to:

**Spatial Policy,  
The City of Edinburgh  
Council,  
G.3 Waverley Court,  
4 East Market Street,  
Edinburgh EH8 8BG**



You can explore specific issues in more detail by attending events being held across the city.

**Event list**



You can also stay up to date and share your ideas with others on social media

**Facebook/Twitter  
@planning edin**

## Your views will shape multiple projects

This prospectus combines three major projects being prepared over the next 12 months.

- **Edinburgh City Centre Transformation** – an action plan for a vibrant and people-focussed capital city centre to improve community, economic and cultural life, working to the following vision.

*‘An exceptional city centre that is for all, a place for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past.’*

- **The City Mobility Plan** – setting citywide transport policy and actions based around the following vision.

*‘Edinburgh will have a cleaner, safer, inclusive and accessible transport system delivering a healthier, thriving and fairer capital city, and a higher quality of life for Edinburgh residents’.*

- **Low Emission Zones** – the Council is taking a comprehensive approach to developing Low Emission Zones (LEZs) as a step towards protecting Edinburgh’s citizens from the harms of poor air quality, in line with Scottish Government priorities to introduce LEZs in Aberdeen, Dundee, Edinburgh, and Glasgow by 2020.

Following public feedback on the ideas in the prospectus, detailed proposals will be developed for each project, followed by public consultation in early 2019.

## Introduction

Edinburgh is one of the world's great cities, not in size, but through the contribution of its people to knowledge, science and technology, the arts and culture, and its distinctive urban form, sitting between the Pentland Hills and Firth of Forth.

A combination of people and place support the city's high quality of life, a successful economy and the city's role as the gateway to a wider region and country.

## A successful Edinburgh is critical to a successful Scotland.

Edinburgh city centre powers our economy, in particular the financial sector, with over 100,000 jobs based in central Edinburgh.

The centre of Edinburgh is home to over 60,000 people, who support the vibrancy of its streets, local services and cultural life, which together make the city an attractive place to spend time in.

The history and culture of our Old and New Towns of Edinburgh World Heritage Site draws many of the city's 4 million annual visitors and the city has an international duty to preserve and enhance the Site's unique qualities.

Beyond the centre, from Marchmont and Bruntsfield to Leith and Granton and from Corstorphine and Cramond to Portobello and Craigmillar, our distinctive communities all contribute to the unique character and appeal of the city as a place to live, work and visit.

However, like many comparable cities, Edinburgh faces a number of challenges as it readjusts to the changes of the 20th century. The world around us is changing rapidly as the way we shop, socialise, work and play

responds to new ideas and technologies. At the same time, issues around congestion, air quality and lifestyle have put the health agenda at the heart of decision making. Levels of obesity, diabetes and heart disease are directly linked to the kinds of places we create and inhabit.

If Edinburgh is to retain its position as a leading city that attracts inward investment and has a world class environment for its residents, it must tackle these problems. It must address congestion and air quality and consider the impacts of allowing large vehicles into the heart of the city.



It must face up to the health impacts of insufficient investment in walking and cycling. Like other cities across the world Edinburgh must make a step change to the way people and goods move around the city for the sake of the economy, people's health and to showcase the beauty of the city. The first choice for any journey should be a sustainable one, whether on foot, bike or public transport.

Visitors will always be spellbound by Edinburgh, but the visitor experience needs to be constantly improved and refreshed, both in the 'real' and online worlds. If our pavements are too cramped and if legibility is weak, people won't feel safe on our streets and visitors will be tempted elsewhere.

And for residents, those who live in the city centre, and in the wider city, this is their city.

They need to know they can get to work, explore the city's green spaces, do their shopping, enjoy the city's culture and their children can go to school safely.

Conditions for those with any kind of disability, sensory impairment or frailty can be challenging and we need to ensure that the city remains diverse and welcoming to all people, regardless of age, gender, ability and race.

By 2040, Edinburgh's population will be close to 600,000, an increase of 100,000, and the city-region is also growing, accounting for a quarter of the Scottish population. This growth and the potential strain on the transport network and city spaces needs to be managed to improve access to public transport, increase journeys on foot and by bike, and prevent unsustainable increases in car travel.

We must join cities like Copenhagen, Oslo, Barcelona and other leading cities in reshaping how our city works and become synonymous with urban innovation if we are to meet the economic, social and environmental challenges we face.

And lastly, as befits our claim to be the data capital of Europe, we must take data driven decisions where we can. And where we are weak on data, we must set out plans to improve through new partnerships and new technologies

**No change is not an option.**

**The core question of this Prospectus is what level of change and innovation should we embrace to achieve the kind of city we aspire to be by 2050.**



## Summary of Ideas

This prospectus sets out **bold, ambitious ideas to achieve place quality** across the city and within the city centre, seeking to find the best form of change for Edinburgh's people and the city's future prosperity. These options also focus on transport as an enabler of transformational change - by reprioritising how we use our public spaces, roads and streets, using smart technology and integrated services, we can help create a more active, resilient and inclusive city.



Edinburgh: connecting our city, transforming our places

There are different ways we could approach change.

### Business as usual

Business as usual means the city would carry on much as now.

The Council would carry on delivering a range of separate projects which prioritise outcomes for people on foot, bicycle and public transport. This could help to create some change with less disruption than other options.

Conditions for walking would improve gradually as there would be more accessible footways, crossings and longer signal timings. The continued delivery of segregated cycling routes in the city centre, and extensive on-road cycling infrastructure would be enhanced by Edinburgh's bike hire scheme.

Bus lanes in peak hours would be sustained on selected roads and ticketing across both bus and tram could be made through contactless card payment. There could be stronger control zones for parking and better enforcement for parking, loading bays and freight.

There would be little significant change in the vehicle penetration of the city centre and investment in public spaces would be limited.

### A strategic approach

Under this approach, a more ambitious and strategic plan to create greater impact would be developed. Instead of bringing forward individual projects, particularly in the city centre, a coherent short, medium and long term programme would be created.

There would be controls on the levels of general traffic with restrictions on through traffic within certain areas. Priority would be for people on foot and

bicycle on specific streets including George Street and the Royal Mile. Gaps in the existing walking and cycling networks would be completed.

There could be increased capacity at existing park and ride sites with amenities including charge points, bike hire, click and collect. Improved integrated payment arrangements across all public transport modes and strategic provision of car club access across the city would help to enable people to make different travel choices.

There would be intelligent systems to exercise control on large vehicle access based on vehicle weight, type, size, emission standards and time of day. There would be co-ordinated delivery and servicing arrangements in the city centre to optimise movements and reduce impacts.

### **Transformational change**

A transformational approach would involve a radical rethink of how the city moves and operates. The City Centre would become a largely traffic free zone with controls in place to allow for essential traffic and with pedestrian priority in the city, town, and local centres.

You would be able to go to, but not through the city centre. A series of hubs could be developed where buses would drop off and other forms of less impactful transport would take over.

Pavements would be significantly widened and public spaces improved. Key streets would be pedestrianised.

There would be strategic walking routes and segregated cycle routes across the city with a citywide wayfinding network to guide pedestrians around the city.

Public transport could be fully integrated with smart contactless payment for use across all public transport services. New park and ride interchanges could be provided at key points around the city with a series of new bus priority corridors linked to them.

Urban & regional consolidation centres would be created for freight rationalisation, and green onward travel with last mile delivery hubs served by electric cargo bikes or electric vans.

### **These approaches are not mutually exclusive and we could initiate change by applying a range of approaches to any individual situation.**

Here we set out **fifteen ideas**, linked to further information on each, grouped under three themes. We would like your views and thoughts on these ideas as well as any others you have that will help shape the change we need and lead to a fairer, healthier and better connected Edinburgh.

Following public feedback on the ideas in the prospectus, detailed proposals will be developed for each of the three projects, followed by public consultation in early 2019.

Delivering these ideas would require a partnership approach with communities, small and large businesses, and industry bodies, which would be essential to ensure a successful transition.

Collectively these ideas would be transformational and some will have significant financial implications and potentially longer time scales for delivery.

Some proposals would need changes in legislation which would need to be explored in more detail. A wider, more detailed understanding of the use of the city centre network will require extensive traffic modelling to understand the implications of different scenarios.

Similarly, a more strategic approach to the use and location of parking controls will have to be examined as part of any preferred strategy.

Additional enforcement would be needed as part of a package of measures to support the successful management of how the city and city centre operate.

## *A fair and inspiring capital city*

### **A walkable city centre**

Reducing the dominance and impact of traffic and prioritising access on foot, by bike and public transport.

### **Improving our streets, gardens, spaces and places**

Renovating existing and creating new civic spaces.

### **Creating better accessibility**

Better connecting different modes of transport and developing a wayfinding system that signs people around the city.

### **Strengthening our town centres**

Supporting local business and creating neighbourhoods based around walking and cycling.

### **Making it easier to use public transport**

Introducing integrated ticketing that allows seamless changes from bus to tram, bike hire or car club with a single contactless payment.

### **Making individual journeys easier**

Introducing bespoke transport services based on the use of data and technology.

## *A healthy city and environment*

### **Creating a more active city**

Developing strategic walking and cycling routes across the city.

### **Improving air quality**

Creating low- emission zones, restricting polluting vehicles.

### **Encouraging the use of clean vehicles**

Expanding the network of electric vehicle charge points.

### **Giving people in new developments healthier transport options**

Setting specific modal targets by location.

## *A smart and thriving city*

### **Widening the reach of public transport**

Extending and realigning public transport to better serve a range of origins and destinations.

### **Offering more sustainable choices for longer journeys**

Expanding the park and ride network and connecting it with other transport choices.

### **Protecting the city's environment while supporting businesses**

Creating freight hubs to reduce the impact of large vehicles on the city centre and neighbourhood streets.

### **Controlling the impact of commuter parking**

Extending controls and introducing a workplace levy to fund sustainable transport.

### **Looking to the future**

Use of data-driven innovation and smart technology across a range of transport initiatives.



# 3 *A fair and inspiring capital city*

## **A transformed city centre, renewed town centres**

Reducing the dominance of vehicles and making our city centre and town centres pleasant places to live and welcoming places for people of all ages and abilities is a key challenge.

In addition to air quality and public safety impacts, large volumes traffic generate noise, reduce the enjoyment of spending time outdoors and the appreciation of Edinburgh's unique heritage.

Edinburgh City Centre Transformation aims to deliver a city centre that is at the heart of Edinburgh's communities, its cultural and civic life and the focal point for its economy. In parallel, improvements to our transport system and environment must support the mutual renewal of our local and town centres.

## **Transport as an enabler**

Many areas of the city are well served by public transport meaning journeys are fast, simple and cost-effective. However, for those living in more peripheral areas of Edinburgh, and for many living in neighbouring authorities, public transport journeys can be long and expensive.

Car ownership in the city is the lowest in Scotland, whether due to affordability of households and/or lifestyle choice. It is essential that all residents are supported by frequent public transport services close to their home or strategic walking and cycling routes.

Community transport operators, taxis, and private hire cars have a critical role in Edinburgh's transport services, as they help to serve those with particular needs, as well as those who are not well served by Edinburgh's public transport network.

Affordability is a pertinent issue for young people and those who are often reliant on public transport for access to health services, employment or social opportunities. Families, and others travelling in groups can also find pricing a disincentive to travel by public transport.

Providing low-cost and accessible amenities and opening up easier access to employment, education and our cultural heritage is crucial to creating a more inclusive city. Travel choice is also informed by information provision.

Through Transport for Edinburgh, some ticketing, payment, and information provision is integrated between Lothian Buses and Edinburgh Tram services, technology is now available to better fulfil the needs of more complex trips or transactions.



1

## A walkable city centre

Reducing the dominance of vehicular traffic would free up space to provide wider footways, safe cycling infrastructure and efficient public transport. Essential access for residents and servicing would need to be maintained via key routes.

Edinburgh already operates pedestrian priority zones on the Royal Mile, Rose Street and Grassmarket. Change could be **street-by-street** or be **area-based** in distinct parts of the city centre, providing a wider zone for walking, cycling, community use, retail and leisure.

Creating a **walking network** that offers pedestrians sufficient space and priority over vehicles at junctions, whilst completing a high quality, direct, connected and **safe cycling network** will enable more people of all ages and abilities to get around the city centre on foot and by bike.

Improving our streets in this way would also benefit those physical or sensory impairments and movement of pushchairs and buggies, creating a more inclusive city centre. This approach could be complemented by freight hubs and last mile delivery hubs served by electric cargo bikes or electric van (refer to section 3).



The city centre road network contains **three key North-South connections** (The Bridges, The Mound and Lothian Road) with **five key East -West Connections** (Queen Street, George Street, Princes Street, The High Street and Cowgate) A wider, more detailed understanding of the city centre network will require traffic modelling to understand impact on traffic movement. However, in addition, measures for health and wellbeing, spatial quality and an integrated impact assessment will be carried out as part of a wider assessment of impact on movement of people in the city centre.

2

## Improving our streets, gardens, spaces and places

The city centre is fortunate to have a number of high quality public spaces from the Grassmarket, Mound precinct and St Andrew Square to Lister Square at Quartermile and Bristo Square at the University of Edinburgh.

However, a number of spaces would benefit from **renovation**, improving cleansing and maintenance, reducing clutter, provision of public seating and cycle parking close to shops and amenities, opportunities for play, public art, feature lighting, and urban greening.

Potential for **new public spaces** could also be explored where routes converge, views can be enjoyed or our heritage interpreted. Creating new public realm could also help to provide calmer places for relaxation within the built up area. This could allow Edinburgh to be a leading city for supporting those with autism or age-related mobility and cognitive impairments.

A joined up network of public realm and connecting civic spaces with nearby greenspaces, including formal and natural heritage parks, cemeteries and burial grounds, would not only provide places for people to enjoy but link up our habitats, supporting urban biodiversity, in particular pollinators.



### 3 Strengthening our town centres

The city centre and surrounding town and local centres are mutually dependent upon one another. Edinburgh's city centre is the focus for retail, leisure and entertainment for South East Scotland and beyond.

To support our urban communities we must protect and nurture town centres across the city, in particular to avoid areas of 'dead frontage' as changes in retail habits and business rates affect the trading environment.

These include Gorgie/Dalry, Leith Walk/Great Junction Street, Bruntsfield/Morningside, Portobello, Stockbridge, Nicolson Street/Clerk Street, Tollcross and Corstorphine.

This could be achieved by improving local environment and facilitating access by public transport, on foot and by bike, simplifying junctions and street layouts.

A key aim would be to support footfall and create more conducive spaces for social interaction, temporary open-air markets and community events.

Improving access for walking and cycling close to people's homes with a reduction in noise and air pollution can produce an uplift in active lifestyles as part of daily routines.



4

## Creating better accessibility

We could find better ways of physically connecting between modes of transport, including rail, bus, tram, bike hire, taxi.

Routes and public spaces need to cater for large volumes of people of all abilities, supported by **improved wayfinding and travel information**, on-street and online, giving clear advice on accessible and barrier free routes.

Improving **access and egress to bus and train stations**, in particular Waverley Station is essential to improving journeys for commuters, visitors and allowing residents to travel to and from the city.

The development of **public transport interchanges** around the city centre could reduce the number of bus services passing through the city centre. Levels of access could be maintained by the tram and zero emission or hybrid buses.



## 5 Making it easier to use public transport

Transport authorities are increasingly adopting integrated smart payment systems, such as in London, where bank cards or mobile payment can be used to pay for travel on buses, trains, or the underground without having to buy a ticket for every trip.

Back-office systems between providers must be in place to ensure travellers pay no more than they should by applying limits on maximum rates charged.

The particular public partnership model in Edinburgh, with Transport for Edinburgh, Lothian Buses and Edinburgh Trams lends itself to the development of an integrated smart payment system. This could use existing contactless services to cover trams, buses, taxis, bike hire, and potentially car sharing across the city.

The Council could continue to work with Transport Scotland, regional transport partnerships and transport operators to combine and provide information about services (online, through apps, at stations and on services) that could make it easier for people to decide how they are going to make their journeys beyond Edinburgh.



Image courtesy of Lothian Buses

## 6 Making individual journeys easier

'Mobility as a Service' (MaaS), is growing in stature across the world's major cities and can improve travel choices for those without access to a private car, or who are poorly served by public transport.

Often enabled by app-based technology, users of this type of service are connected to a tailored package of options to provide their journey from start to finish using a range of transport modes. A single and competitively priced payment is required regardless of how many modes used.

Travel choices that could feature as part of MaaS include car clubs (a fleet of vehicles available to members); peer-to-peer car clubs (where customers rent other people's vehicles); lift sharing (sharing journeys/ costs i.e. UberPool); and bike hire (including e-bike options). These are in addition to vehicle rental, taxis and private hire cars. All offer a range of benefits covering access, equality, inclusion, affordability, flexibility and choice.

While Edinburgh already has many of the constituent travel options available, these operate in isolation to one another. By facilitating the use of data and information sharing the Council could help support emerging MaaS services.

The Council could support the expansion of car clubs across the city, by attracting and developing a wider range of car sharing options. Options could include market driven (including commercial car club operators) as well as community based clubs, facilitated by communities and employers.



# 4 A healthy city and environment

## Walking and Cycling

Edinburgh is facing significant public health challenges. Physical inactivity and air pollution-related illnesses have a significant effect on residents' wellbeing and the economy of the city.

Increased uptake of walking and cycling can have a positive impact on illnesses such as heart disease, cancer, diabetes, and mental health, as well as improving people's access to employment, education, health services, food and social support networks.

Over 70,000 people live within a 20 minute walk of Princes Street and in the wider city centre walking represents around 40% of all journeys to work. A cycle trip of around 30 minutes connects approximately half of Edinburgh to the city centre.

Infrastructure for walking and cycling is being improved through footway resurfacing and the introduction of continuous footways using high quality materials and a number of committed segregated cycle routes.



## Setting modal share for health

To grow the city in the most sustainable locations, Edinburgh's Local Development Plan (2016) directs new jobs, homes and services to locations with good access to existing or planned public transport and which are accessible by foot, bike and public transport. Spatially, this means a focus for growth in the four strategic development areas of the Waterfront, West Edinburgh, South East Edinburgh and City Centre.

Our Core Paths Network, in particular the Union Canal and former rail lines are essential components of our green, walking and cycling network but more could be done to raise awareness of their convenience, natural amenity and to develop further cross boundary routes as the city expands. Setting higher targets for walking and cycling within development areas is crucial to achieving places designed to achieve a healthier and more active city.

### Cycling in Edinburgh



### Walking in Edinburgh



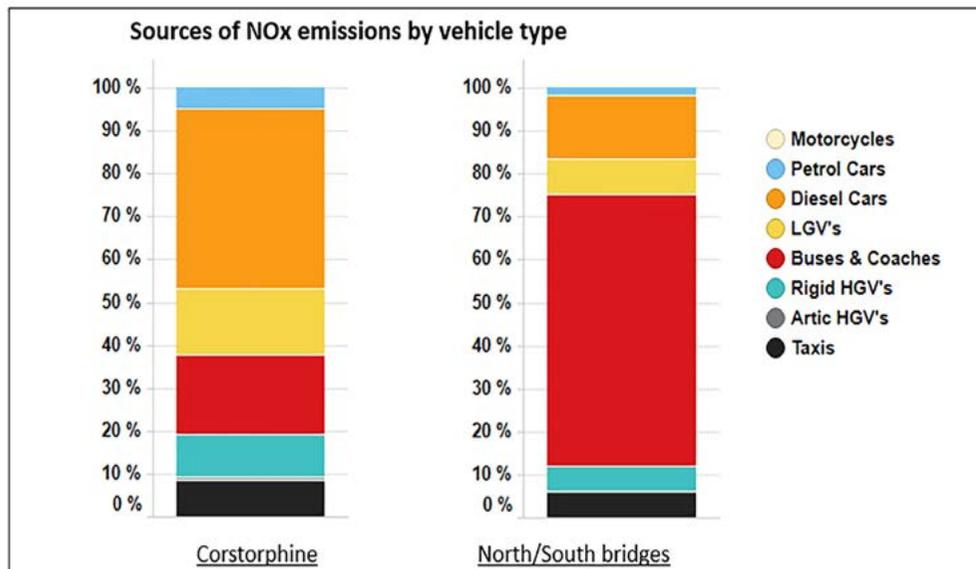
## Air Quality

The Council has a responsibility to protect citizens from the impacts of poor air quality which can have a significant impact on people's health, particularly children, the elderly and those with respiratory and cardiovascular conditions.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO<sup>2</sup>) concentrations around roads, due to traffic. Diesel exhaust emissions are a particular health concern, having been listed by the International Agency for Research on Cancer as Class I carcinogenic (cause cancer).

Edinburgh has five Air Quality Management Areas where legal standards for NO<sup>2</sup> are exceeded. These apply to the City Centre and the West End, St John's Road, Inverleith Row, Great Junction Street, and Glasgow Road (Newbridge).

Different types of vehicles are the cause of pollution in Edinburgh. The tables below show the sources of nitrogen oxides (NO<sub>x</sub>) by vehicle type for Corstorphine and the Bridges, both of which fail legal standards.



To date, managing transport-related air pollution in the City has included; working with bus companies to improve fleets, controls on taxis, controls on engine idling, and improvements to the Council's fleet, investment in electric vehicle infrastructure, supporting sustainable travel planning, and developing the ECOSTars programme to improve freight fleets operating in Edinburgh. These actions have brought improvements to the quality of air in our City.

However as legal standards are still being breached, more has to be done to ensure the air we breathe is healthy for us all. Even with these initiatives and vehicles becoming cleaner over time, Edinburgh's air quality will still exceed legal standards, and the health of our residents will suffer.

## Cleaner Vehicles

Edinburgh has set an ambitious target of reducing carbon emissions across the city by 42% by 2020 to reduce the effects of this greenhouse gas on global warming and its impact on climate change.

Carbon emissions resulting from transport in the city account for more than 26% of the city's emissions and Edinburgh has recently launched an Electric Vehicle Action Plan to develop a network of charging hubs across the city to suit different user groups.

Electric Vehicle (EV) charging hubs will encourage the uptake of electric vehicles, reduce carbon emissions, improve air quality and unlock wider economic benefits. This aligns strongly with the Scottish Government's aim to phase out the need for petrol and diesel vehicles by 2032.

It is recognised that private vehicle use will remain essential for businesses and people with complex mobility/journey needs. However, where vehicles are used in Edinburgh, we want them to be as clean as possible.



Edinburgh: connecting our city, transforming our places

## 7 Creating a more active city

Edinburgh could develop strategic walking and cycle routes across the city, incorporating a citywide wayfinding network to guide people around the city. Providing high quality infrastructure for people on foot and bike would enable people to walk or cycle for short and medium distances (such as within the city centre and around local town centres).

An audit of the walking and cycling network would need to be carried out and gaps in provision identified and completed. Specific streets could be adapted to give greater priority for people on foot and bicycle, including segregated routes, wider footways, improved crossings and longer signal timings.

Achieving high quality and safe routes would require investment and reprioritisation of existing road space to ensure lanes are safe and support movement by people of all abilities.

The network would link residential and employment areas, connect with city centre routes, link with park and ride sites and cross-boundary green networks.

## 8 Improving air quality

The Scottish Government and the Council are committing to implementing Low Emission Zones (LEZ) in Edinburgh by 2020. LEZs would restrict vehicles from entering a zone by imposing a financial penalty where they do not meet minimum emission standards.

The Scottish Government has proposed these standards to be Euro 4 for petrol vehicles (approximately 12 years old depending on the vehicle) and Euro 6/VI for diesel (most cars and vans approximately 3-4 years old). This is consistent with the London's Ultra Low Emission Zone and the UK Government's Clean Air Zone Framework.

A 'grace period' of between 2-4 years could be allowed to give people and businesses time to upgrade their vehicles. Residents living within the zone could also have an additional grace period.

To have maximum impact, LEZs will need to be implemented along with other ideas in this document.

Work is underway to determine what types of vehicles will be restricted in Edinburgh. We also need to consider the potential LEZ boundary options, including:

- targeted at pollution 'hotspots' across the city;
- focused on the city centre; or
- Edinburgh-wide.

A targeted pollution 'hotspot' LEZ may be practicably difficult to operate and may displace traffic to neighbouring local areas. A LEZ focussed on the city centre would help to address many of the worst polluted streets and support many of the city centre focussed ideas in this prospectus. An Edinburgh-wide LEZ could help to ensure the greatest overall reduction of pollution across the city.

The Council must balance the critical need to take action to minimise citizens' exposure to pollutants against the impacts of LEZs on individuals and businesses that are reliant on older and high-emission vehicles.

## 9 Encouraging the use of clean vehicles

A key strategic objective within the Electric Vehicle Action Plan ([LINK TO WEBSITE](#)) is the development of EV charging hubs across the city.

This recommends the provision of a range of charge points to suit different user groups within the following zones:

**Zone 1 - City Centre.** Rapid charging hubs in both on and off-street locations, with some hubs restricted to certain groups, e.g. taxi trade, car clubs, public sector fleets.

**Zone 2 – Residential.** Aimed at tenement areas where residents have no access to off-street parking. Fast chargers are more appropriate for on-street locations and rapid chargers in off-street locations.

**Zone 3 - Periphery.** Charge points at park and ride facilities to encourage commuters to leave their vehicles and choose public transport or active travel options to continue their journey.



## Giving people in new developments healthier transport options

The Sustainable Urban Mobility Plan for Malmo, Sweden (2016) sets a modal split for the city, together with targets by 15 sub-areas to assist the city in becoming healthier, more accessible and to reduce transport emissions.

For example the city centre target is for 15% trips by car, 25% by public transport, 35% by bike and 25% on foot.

Edinburgh could adopt such an approach, setting out requirements for new developments, taking account of the existing and planned capacity and the varying characteristics of each part of the city.

This could highlight where improvements are needed in access to, and promoting use of, public transport, and where car-free development would be appropriate, such as brownfield sites with good accessibility.

Modal targets by geography could have a stronger bearing on masterplan layout and street design, and provision for cycle access and storage, thereby improving conditions for people to live healthier lifestyles.

Such an approach would also provide a focus for change in travel behaviour within existing communities, through initiatives and projects that aim to improve take up of walking and cycling and associated infrastructure.





HOTEL ONE

EXPRESS  
City 100

POLICE

THE BOOKING OFFICE  
WESTERHOP

Edinburgh  
Waverley

I'm a bit  
over your  
letter

SLOW

# 5 Efficient movement for a thriving city

City economies do not stop at local authority boundaries. To fully deliver on their potential, a city region needs efficient and effective transport and mobility networks.

Such efficient and effective local networks support city centres with their clusters of high value jobs, retail and cultural offerings, as well as serving secondary centres and suburbs. Connectivity with other cities, and with the wider world, attracts investment and skills and enables access to domestic and international markets.

This section looks at improving the efficiency of how our road network is used, by aiming to reduce the impacts associated with how people and goods currently move between the city-region and the city, as well as into and through communities across our city.

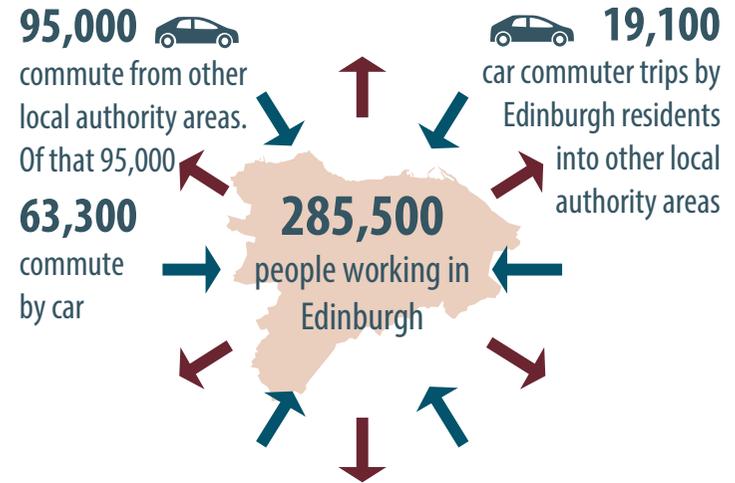
## The impacts of road traffic

One-third of the 285,000 people who work in the Council area commute from the surrounding city-region (95,000), with two-thirds of those doing so by private car (63,000).

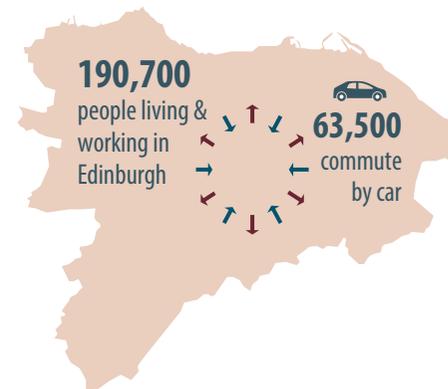
Roughly the same amount of Edinburgh residents (63,500) commute to jobs in Edinburgh by private car, meaning 45% of Edinburgh's employees (126,800 people) travel to work by car.

Use of Ingliston Park and Ride has tripled in the past five years to around 250,000 vehicles per year and Hermiston and Straiton park and ride facilities attract 100,000 and 30,000 vehicles respectively each year. However, the scale of traffic travelling into and through the city remains high, causing negative impacts, including:

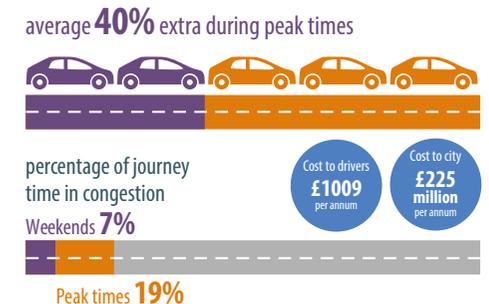
### Cross boundary commuting



### Commuting within Edinburgh



### Traffic congestion during peak times



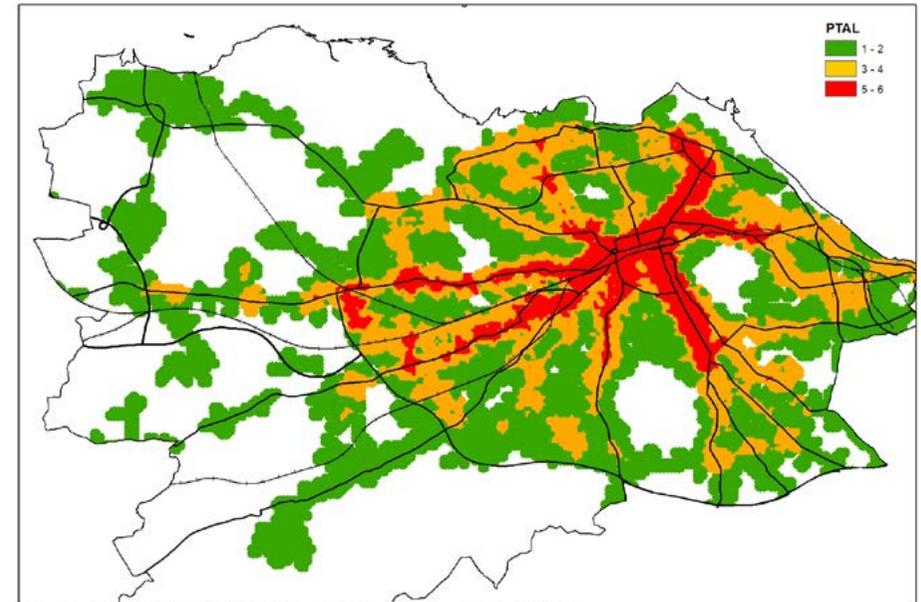
- road safety - driver behaviour is a main causation factor cited within official accident reports, with congestion and driver frustration exacerbating conditions for potential accidents.
- vehicular emissions that affect our health, quality of life, and natural environment;
- journey time delays which impinge on personal wellbeing and quality of life, and increased costs for industry and the economy;
- the condition and liveability of our streets and communities, with motor vehicles, notably large vehicles, dominating city streets, deteriorating road surfacing, and where pavement parking occurs, impinging the safety and overall experience for those of all abilities.

For these reasons, many cities are moving away from dependence on motor vehicles. Edinburgh's approach will provide the opportunity for everyone to have access to a range of transport options they require, dependent upon their need.

Wherever they live in the city, or within the wider city region, people need to have real choice as to how they travel. Too many vehicles on our roads affect the travel choices we can make and our ability to make efficient use of the space available in the city to move people and goods.

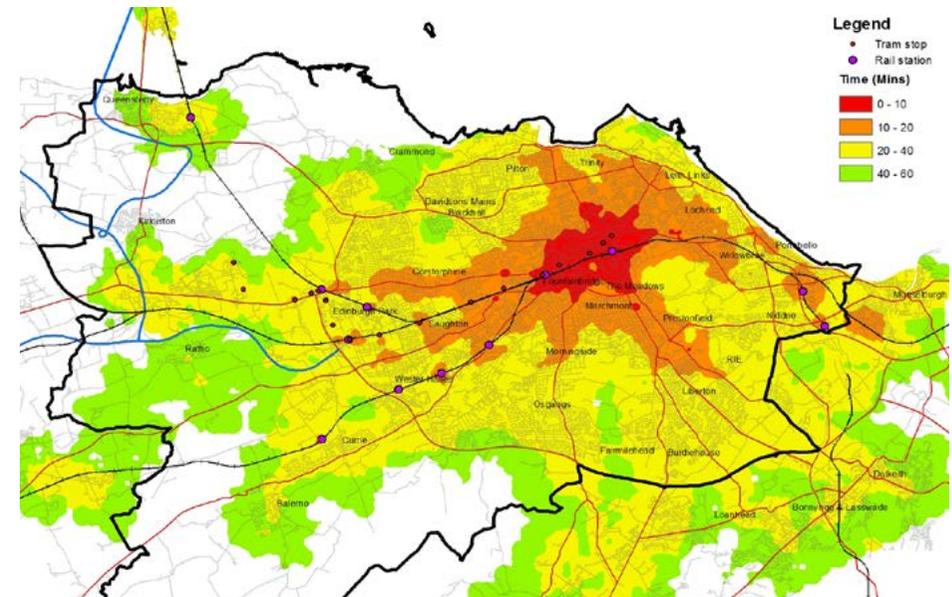
## Public Transport

Edinburgh's public transport system has been ranked as second only to London in the UK, with modern, high quality and highly accessible tram and bus fleets. The majority of Edinburgh's population is well served by public transport (bus or tram), in-terms of both journey time and frequency of services, especially for journeys to/from the city centre. Travel by rail, both within the city and from out-with, has also increased over recent years.



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Areas very well served by public transport (red) to less well-served areas (green)



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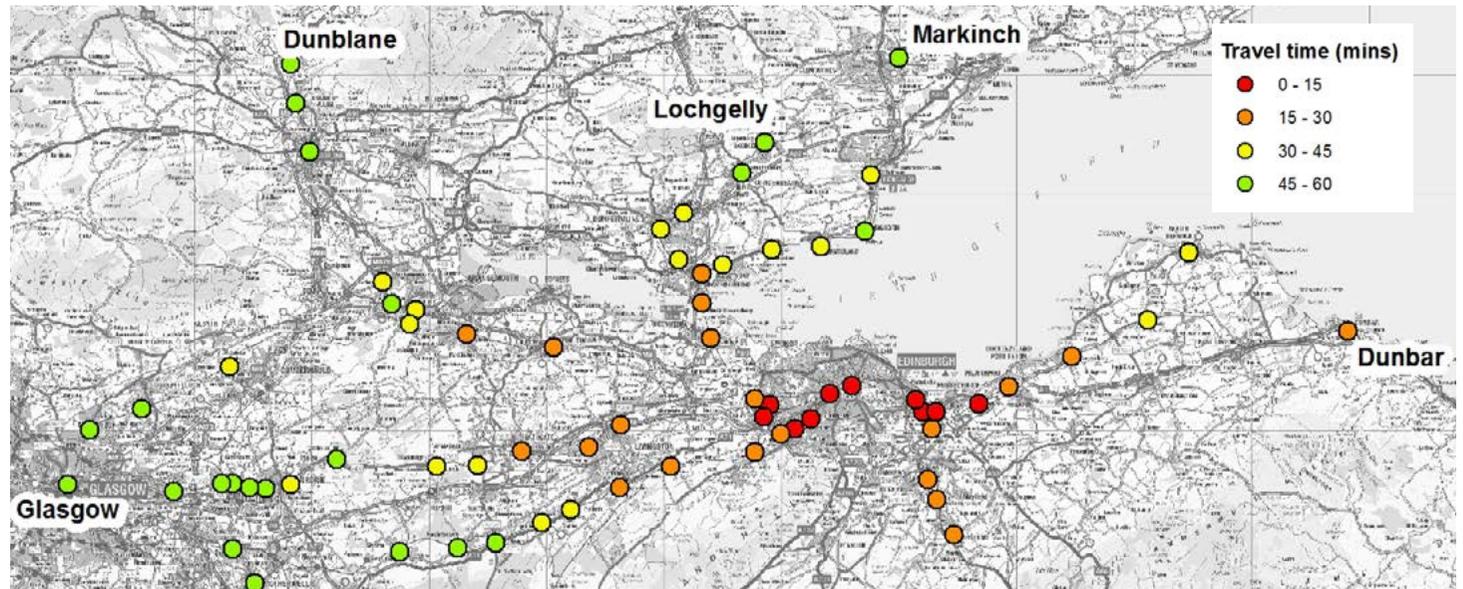
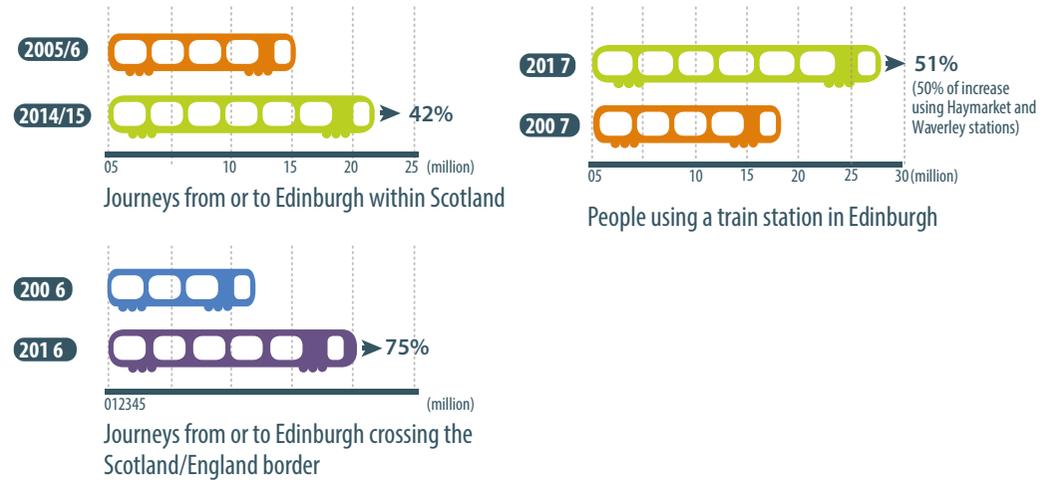
Time of journeys by public transport to/from city centre (red 0-10 mins., green 40-60 mins)

The bus and tram networks are effective in their own right, however the tram currently offers limited coverage of the city and the success of current bus operations has notable impacts upon the city centre, as virtually all services converge in the city centre. This contributes to congestion and journey time delays on key routes and impacts upon the environmental quality and attractiveness of the city centre.

Technology is having an impact on the way we use all forms of transport, driven by open data and smart devices that revolutionise transport information, access, and planning. Automation and information can deliver significant efficiencies in the way we use and manage the existing transport network, resulting in cost savings for local authorities, residents, and businesses.

Vehicle automation is one of the leading discussion topics in transport technology. Autonomous vehicles are designed for safe and efficient journeys without the need for a driver. Advanced driver assistance systems, a step towards autonomy, are already available, and include self-parking, lane control and autonomous emergency braking systems.

## Travel by rail



Rail journey times to Edinburgh city centre (red 0-15 mins., green 45-60 mins)

## Widening the reach of public transport

To support journeys to and from work, and reduce the need to travel into the city centre and then outward again, the city could develop further orbital connections. By considering the areas of the city where employment is most densely concentrated, the non-central nature of many employment areas is clear.

This could reduce the number of bus services passing through our congested city centre and journey times for communities living on the outskirts of the city, as well as linking with park and ride and other de-centralised functions such as Edinburgh Royal Infirmary and the Bioquarter.

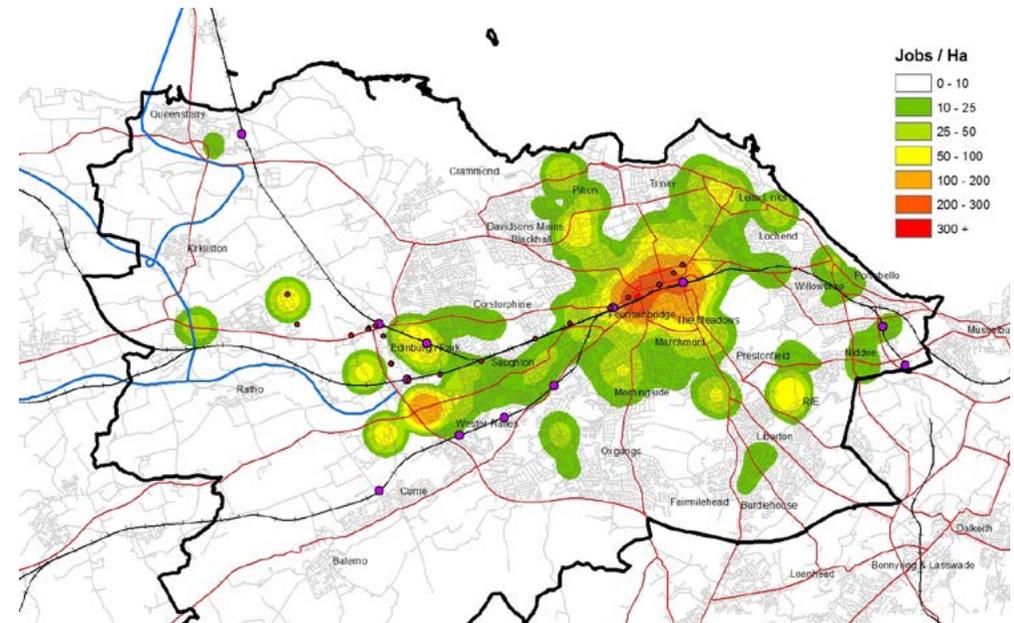
The city could incrementally realign how the public transport network operates, creating better connectivity between locations and modes of transport based on a better understanding of origin and destination data.

To maximise the potential benefits and reach of the tram, there is a need to **create a tram network serving key destinations**, which would mean connecting the four strategic development areas of the City Centre, West Edinburgh, the Waterfront and South East Edinburgh, including the Royal Infirmary/Bioquarter.

This would support growth in these key locations, while offering high capacity and high frequency public transport journeys across the city, reducing the volume of traffic coming into and across the city on a daily basis, particularly if extended into the region.

The further development of the tram offers the opportunity to **realign the overall bus network** so that the two networks are co-ordinated, in terms of routing and scheduling, to complement one another, and better serve the city.

Bus services could be maximised in areas not served by the tram, and in-time could be extended out into the growing city region. To support this, new bus priority corridors with extended timing, and junction priority, would be provided.



Employment density across Edinburgh (jobs per hectare)

## Offering more sustainable choices for longer journeys

Working with regional colleagues and the business community, the region's park and ride network could be expanded. New park and ride transport interchanges would be established to provide a more efficient route into the city centre, and key employment centres for commuters. They would be based at key points around the city and would be linked to the regional bus, tram and rail networks.

Park and ride sites could be transformed to become transport interchanges which not only support public transport by increasing services at such locations, but could also provide charging infrastructure, electric bike hire and ancillary facilities such as kiosks and 'click and collect'. Such interchanges could also act as hubs for those living in peripheral areas which are currently less well-served by public transport.

### 13 **Protecting the city's environment while supporting businesses**

Management of freight and goods could be co-ordinated and integrated via a suite of options to reduce the impacts of large vehicles servicing different areas of our city.

Urban & regional consolidation centres for freight rationalisation are not new but could significantly reduce traffic congestion and pollution in Edinburgh.

A requirement for consolidation centres could be a condition of planning consents for new large commercial developments, as has been done elsewhere for example, in London.

Greener onward travel into the city and its communities could be achieved using smaller, lower emission delivery vehicles (such as low emission or electric vans, or cargo bikes) serving click and collect style delivery hubs close to where people live or work.

Access controls based on vehicle weight, type, size, emission standards and time of day could facilitate the removal of large vehicles from the city centre, and potentially local and town centres, Trader associations and Business Improvement Districts could adopt co-ordinated delivery and servicing arrangements to optimise movements and reduce impacts on residents and customers.

Whilst transformational, these approaches rely on partnerships between city-region authorities, operators and small and large businesses, and could result in increased operational costs, whilst requiring accompanying changes to legislation.



Image courtesy of Sustrans

## Controlling the impact of commuter parking

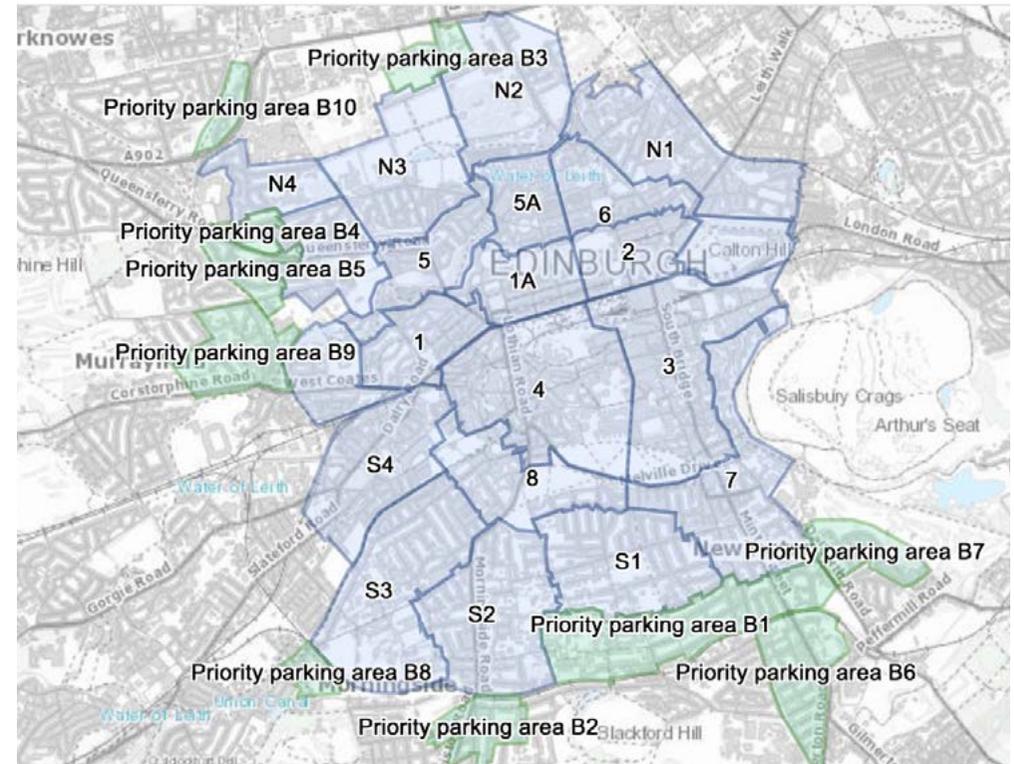
A workplace parking levy is an effective way of funding high quality public transport and facilities for active and sustainable transport. Businesses which provide free parking for employees pay an annual levy for every parking space they provide – any revenue collected is then used to provide alternative transport options to the car.

Nottingham was the first city in the UK to introduce a workplace parking levy. Introduced in 2012, the Nottingham scheme raised £25 million in its first three years - all of this was used to fund transport improvements such as extension of the tram system, improvements to the city's main railway station, creation of Europe's largest fleet of electric buses and funding for supported bus services.

To further reduce the impact of private car use across the city, and to help influence travel choices for those who have a choice, the existing controlled parking zone could be extended from its current coverage – surrounding the city centre – to cover a far broader area of the city.

This would help to manage the levels of on-street parking by those driving into, or across the city, who informally park for free on many of our residential streets around the boundary of the controlled zone, often using residential streets as informal 'park and ride' locations, for onward public transport trips to places of work. This could also free up our streets for potential options such as car club spaces, charge point provision, or wider footways.

Both would dissuade non-essential driving trips into, and across our city, while also raising vital funds to support public transport alternatives. The introduction of a workplace parking levy in Edinburgh, would require change in legislation in Scotland.



Edinburgh's Controlled Parking Zone

## Looking to the future

The use of data and communications is already used strategically through traffic light systems, smart street lighting systems, variable messaging signs, and the provision of real time information in bus shelters and phone apps.

Connected vehicle technology allow vehicles to communicate with one another or with highway infrastructure and other appropriate technologies. Combining the connected and autonomous elements within vehicles potentially allows for safer, quicker and more efficient vehicle movement and infrastructure management.

Such changes in technology are taking place and Edinburgh should be prepared to play a more prominent role in the development of policy around connected and autonomous vehicles. The focus of this could be to encourage and provide infrastructure to support connected and **autonomous vehicles** that carry larger volumes of people or goods.

A more joined-up City Operations Centre could be created that uses technology and data to allow more proactive management in the city. This technology could provide an oversight of how the transport network is working and intervene, where necessary, to ensure road safety, prevent congestion and manage demand. The use of sensor technology could be used to manage the monitoring and collection of waste in order to have a more positive impact on the quality of our public spaces.

Other technological advances guide drivers to parking spaces and reduce traffic circulation. One of the most common smart parking solutions is offered by app developers who embed smart parking sensors into road surfaces.

We could promote **smart app based services** such as a smart parking system. Such services could also be extended to identify electric charge point spaces in the city.



Image courtesy of Lothian Buses

# Learning from other cities

## Oslo

To reduce traffic emissions and provide for a 30% increase in the city's population by 2040, Oslo has introduced its 'Car Free City Life' programme. This will see vehicles restricted from a 1.3 km area of the city centre within the city's inner-ring road.

The priority is to create a greener and more liveable environment in the city, where pedestrians and cyclists have priority over cars and public space is given to outside dining, culture, play, community groups and businesses. Oslo already has a high number of electric vehicles and low levels of car-based commuting, with 64% using public transport, 22% walking and 7% cycling to work.

Source: City of Oslo, Car Free City

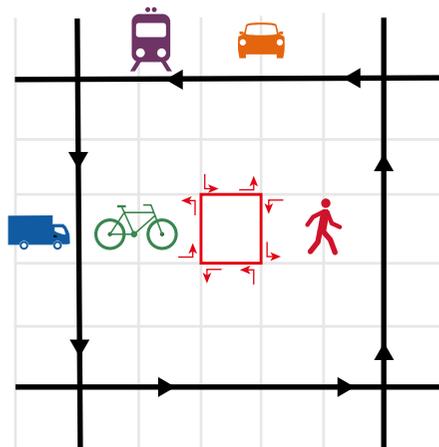


## Barcelona

Barcelona is in the process of creating 300 km of new cycle lanes, aligning the bus network to within 300m of all homes, reducing road accidents and improving air quality and public health, including reducing levels of physical inactivity.

Through its Superblock Plan (Superillas) Barcelona's iconic 19th century city grid will be adapted to restrict traffic to the outside of every 9 city blocks, creating Superblocks. Inside each Superblock there will be one way entry for residents and businesses at 10 km/h and new public spaces for community life.

Source: Barcelona Urban Mobility Plan 2013-18



## Copenhagen

The City of Copenhagen is using city growth and investment to modernise and continue to improve quality of life for residents. By 2020 it aims to create 20,000 new jobs, by 2025 it will be carbon neutral and by 2027 it will be home to an additional 100,000 Copenhageners.

Copenhagen began to pedestrianise its city centre in the 1960s, when its 1.15 km main street, Strøget, was closed to vehicles. This proved a huge success for public life, health and footfall in the city centre and gradually more streets and squares were pedestrianised. Today, Copenhagen is known for its cycle network and aims for 1/3 of journeys to be made by bike, at least 1/3 by public transport and no more than 1/3 by car.

Source: City of Copenhagen Municipal Plan 2015



# Edinburgh Summer Summit

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# Background

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Edinburgh Summer Summit was a two-day initiative based around Clean Air Day on the 21<sup>st</sup> and 22 June 2018.

The first day of the Summit was the National Clean Air Day, a UK-wide initiative to promote the messaging around making the air cleaner and healthier for everyone, focusing on the reduction of congestion and pollution caused by traffic.

The second day of the summit was to inspire and position Edinburgh as leader in city place-making, in line with the aspirations of the Edinburgh's 2050 Vision.

# Programme

## OVERARCHING OUTCOMES

- Launch of the City Centre Transformation programme and setting of some design principles.
- Awareness-raising for Low Emission Zone programme.
- Awareness-raising for the George Street to Meadows – Streets for People project.
- Gathering of views for the GNT (George Street and First New Town Design) consultation.
- Collecting data regarding travel behaviours, congestion and pollution
- Celebration of Edinburgh's aspirations to be a healthy, active city.



## STREET ACTIVATION

- Public procession led by Cllr Adam McVey, Cllr Lesley Macinnes, and Cllr Karen Doran. Around 100 primary school children were joined by stakeholders and members of public on the
- Creation of an urban garden on George Street
- Free open-air yoga class on The Mound
- Artist led mural wall painting for all.
- E-bike and Cargo bike demos up The Mound.
- All ability cycling including for children (Play on Pedals)
- A mass Lindy Hop dance
- Music from school children
- Information stalls and public consultation events



# Conference

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## SESSION SPEAKERS:

**21<sup>st</sup> June 2018**

### **Launch of the Summit**

Katie Robins, Climate 2050,

Cllr Lesley Macinnes

### **City Forum on Air Quality, Public Health and Transport**

Diarmaid Lawlor, Architecture and Design Scotland,

Tom Bell, CEO, Royal Institute of Environmental Health,

Prof Tom Rye, Napier University

**22<sup>nd</sup> June 2018**

### **Edinburgh City - People and Place**

Ian Findlay, Paths for All

Malcolm Fraser, Architect

Shannon Donoghue, Young Scot

### **Successes:**

Over 50 people in each session with positive, enthusiastic engagement.

Workshop on city transformation brought forward excellent ideas to add to the consultation.

The Summit was described as a watershed moment in Edinburgh.

# Coverage

| Outlet  | Pieces of Coverage | Circ/MUU                                |
|---|--------------------|---|
| Edinburgh Evening News (Print), including <ul style="list-style-type: none"> <li>• Two front pages</li> <li>• Two leader pieces</li> <li>• Two double page spreads</li> </ul> | 13                 | 16,660                                  |
| The Scotsman (Print)  | 1                  | 19,792                                  |
| The Scotsman (Online)   | 1                  | 87,103                                  |
| STV News (Online)   | 1                  | 3,600,000                               |
| STV News (1pm bulletin)   | 1                  | 366,000                                 |
| Air Quality News (online); The Edinburgh Reporter (online); Bright Kidz (online)<br>National Air Quality Testing Services (online)  | 4                  | 110,000*                                |
| <b>TOTALS</b>   | <b>20</b>          | <b>4,199,495 (opportunities to see)</b> |

\* No reliable monthly unique user data from Bright Kidz and National Air Quality Testing Services

# Coverage snapshot



THE SCOTSMAN Friday 8 June 2018



George Street will be one of the areas closed to traffic later this month to mark Clean Air Day

## Key roads in centre of Edinburgh to close for Clean Air Day events

By IAN SWANSON

Two key roads in the centre of Edinburgh will shut to traffic to celebrate Clean Air Day. The Mound will be closed for the morning of Thursday 21 June, with temporary landscaping and park benches set out for people to enjoy the summer solstice. There will also be an opportunity to try out electric bikes or join a yoga class.

And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the city. Transport minister Humza Yousaf, Edinburgh city councillor Adam McVey and city transport convener Lesley MacInnes will lead a procession of residents, local business owners and school children from the top of the Mound to George Street to mark the start of the two-day, council-organised event.

It is intended to highlight the social and health benefits of a reduction in congestion and pollution, and raise awareness for the need to improve the city's air quality. The programme also includes cycle-related activities, including balance bikes for pre-schoolers, a pedal-powered Scalentic, a walking challenge called by experts, and a folk dance group will be performing a mass Lindy Hop.

It is the first time the city has marked Clean Air Day on such a scale. MacInnes said: "Improving the quality of the air that we breathe is a top priority for the Capital. The fun and engaging activities we've planned for Clean Air Day will highlight the simple steps that can be taken to help reduce emissions and make the air cleaner and healthier for everyone. Over the two days we will be monitoring the impact the road closures have on the environment, in particular air quality and noise. We're also looking forward

## Edinburgh city-centre roads to close for Clean Air Day



By IAN SWANSON

Published: 07:00 Updated: 07:39 Friday 08 June 2018

Share this article

TWO key roads in the centre of Edinburgh will shut to traffic for festivities to celebrate Clean Air Day.

The Mound will be closed for the morning of Thursday, June 21, with temporary landscaping and park benches set out for people to enjoy the summer solstice and an opportunity to try out electric bikes or join a yoga class. And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the Capital.



The National Gallery of Scotland and the Royal Scottish Academy viewed from the Mound

Transport Minister Humza Yousaf will lead a procession of residents, local business owners and school children from the top of the Mound to George Street to mark the start of the two-day, council-organised event, called the Edinburgh Summer Summit. It is intended to highlight the social and health benefits of a reduction in congestion and pollution and raise awareness for the need to improve the city's air quality. The council intends to monitor the impact of these closures - particularly on air pollution and noise - as it weighs up plans to reshape the city centre.

The programme for the day also includes cycle-related activities, including balance bikes for pre-schoolers, a pedal-powered Scalentic, a walking challenge, talks by experts and Edinburgh dance group will be performing a mass Lindy Hop. It's the first time the Capital has marked Clean Air Day on such a scale.

City Transport leader Councillor Lesley MacInnes said: "Improving the quality of the air that we breathe is a top priority for the Capital. The fun and engaging activities we've planned for Clean Air Day will highlight the simple steps that can be taken to help reduce emissions and make the air cleaner and healthier for everyone. Over the two days we will be monitoring the impact the road closures have on the environment, in particular air quality and noise. We're also looking forward

The council is drawing up plans to introduce a Low Emission Zone by the end of 2019.

John Lauder, director of walking and cycle charity Sustans Scotland, said: "Clean air has never been more important, and the need for action never more urgent. Their quality air has been shown to cause a whole range of health problems. The best and easiest way to deal with air pollution in cities is to reduce the number of cars in congested urban spaces."

Conservative transport spokesman councillor Nick Cook said it was positive to see the council mark Clean Air Day. But he added: "Set against the local authority's recent posturing on a Low Emission Zone which would ban vehicles from our city centre, could see these road closures as little more than a smokescreen to test such a scheme."

## From the DEPUTY EDITOR

By Euan McGroarty



## How to escape this 'traffic jam'?

SHOULD Edinburgh follow the lead of major cities around the world and turn over more of the city centre to pedestrians and cyclists?

The debate has been raging in the Capital for years. One side paints a compelling picture of pleasant car-free streets and, critically, air free of toxic exhaust fumes. On the other sides there are dire warnings of traffic chaos as cars and buses are forced into ever increasing detours and bottlenecks. As a result, despite years of talking, relatively little has changed. Take George Street for example where motorists and pedestrians seem stuck in a game of hokier-coyker as one system replaces another.

Two things seem clear. Firstly, the status quo can't hold. Something has to be done about dangerous pollution levels - and the city region's mushrooming population makes that a real challenge. Secondly, no answer will please everyone. Judging by today's Clean Air Day announcement, the approach of the city's new transport leader Lesley MacInnes seems to be two-fold - be bold and test out potential changes in short, sharp bursts before committing to any radical action. Who knows, it's an approach that might just get the city out of this particular 'traffic jam'.

# Edinburgh News



## CLEAN AIR FESTIVAL TO TAKE OVER CITY CENTRE STREETS

# THE MOUND TO GO CAR-FREE (...for half a day at least!)

By IAN SWANSON

TWO of the Capital's busiest roads are set to be temporarily shut to traffic in the name of raising awareness about air pollution. The Mound and a stretch of Hanover Street will be closed to cars on the morning of June 21, with park benches placed along the route to encourage pedestrians to take in the city skyline.

And traffic will also be barred from the east section of George Street for more than 24 hours to mark Clean Air Day. The council will monitor the impact of the closures as it draws up plans for reshaping the city centre.

Edinburgh has six designated 'pollution zones' across the city due to air quality breaches.

Full story - Page 7



## Edinburgh city-centre roads to close for Clean Air Day

TWO key roads in the centre of Edinburgh will shut to traffic for festivities to celebrate Clean Air Day.

The Mound will be closed for the morning of Thursday, June 21, with temporary landscaping and park benches set out for people to enjoy the summer solstice and an opportunity to try out electric bikes or join a yoga class. And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the Capital.

## City-centre roads will close to celebrate Clean Air Day

Activities planned for the Mound and George Street



It is intended to highlight the social and health benefits of a reduction in congestion and pollution, and raise awareness for the need to improve the city's air quality. The programme also includes cycle-related activities, including balance bikes for pre-schoolers, a pedal-powered Scalentic, a walking challenge called by experts, and a folk dance group will be performing a mass Lindy Hop.

It is the first time the city has marked Clean Air Day on such a scale. MacInnes said: "Improving the quality of the air that we breathe is a top priority for the Capital. The fun and engaging activities we've planned for Clean Air Day will highlight the simple steps that can be taken to help reduce emissions and make the air cleaner and healthier for everyone. Over the two days we will be monitoring the impact the road closures have on the environment, in particular air quality and noise. We're also looking forward



## Thursday is national Clean Air Day

Edinburgh will mark the UK's Clean Air Day tomorrow Thursday, 21 June 2018 by closing off parts of the city centre to traffic.

There will be activities such as yoga on the Mound, dancing, a chance to try out an electric bike and somewhere to sit relax and enjoy the fresh air.

# Coverage snapshot

## Edinburgh News

### Environment in focus

# Pop-up park drives change

City-centre green day sparks debate on motor's people

IT SENT drivers into a spin on Monday morning. On Saturday, members of the public opened a 24-hour pop-up park around George Street.

It was a historic sign, one universal perhaps. But it carried home the message of just how very different Edinburgh's landscape could be if prioritised people over vehicles.

From clean, strolling walks along the river, to dog-walkers and joggers, to people playing, to people taking a break from the city, the pop-up park was a welcome sign for those looking for a green oasis.



It was organised ahead of Clean Air Day on June 21, which will see motor spaces closed in the city centre.

It will contribute to the Green City plan, which aims to create a more green city by 2030.

The pop-up park was a success, with many people taking advantage of the opportunity to enjoy a green space in the city centre.

It was a historic sign, one universal perhaps. But it carried home the message of just how very different Edinburgh's landscape could be if prioritised people over vehicles.

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### From the ASSISTANT EDITOR

By Alan Young

## Could it be Auld Reekie no more?

THERE will be many who will see Clean Air Day in Edinburgh as a stunt by the Green lobby, and an inconvenient one at that.

The Mound, part of Hanover Street and the eastern end of George Street will close to become a temporary oasis in the city centre on Thursday.

The Mound, part of Hanover Street and the eastern end of George Street will close to become a temporary oasis in the city centre on Thursday.

### From the DEPUTY EDITOR

By Euan McGrory

## Let's talk about cars and buses

WHATEVER your view on the temporary closure of streets in the city centre to celebrate Clean Air Day, there is no denying that it has been a success in one crucial way.

Some see shutting The Mound and part of George Street for a few hours as a hollow gesture, especially when just eight miles away cars and buses are stuck in tailbacks outside the Royal Highland Showground.

For others, the traffic jams at Ingliston show exactly why we need to be doing more to encourage people to get out of their cars and on to other modes of transport.

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### NEWS National Clean Air Day on Thursday is a chance to focus on

# All we need is the air that we breathe to be a lot cleaner

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### Edinburgh streets closed and march held for Clean Air Day

Groups of schoolchildren marched from the Mound to George Street in Edinburgh.



Roads have been closed to cars in central Edinburgh as the city marks Clean Air Day.

### Capital's road system creaks as hundreds of thousands head to Ingliston for annual event

TRAFFIC DELAY warning for Highland show visitors



### City march helps to clear the air

CITY MARCH helps to clear the air

CITY MARCH helps to clear the air

### Spot the difference

Traffic ban marks Clean Air Day in city centre - as drivers stew in jams at Ingliston. See p4-5



### How pollution is cutting short lives in Capital

7-8 months reduction in life expectancy for everyone



NEW APP 'AIRBORN FOR PARKING'

### Let's reimagine and reclaim our streets!



### City centre roads to see regular vehicle-free days for cleaner air

Council planning 'open street' events to boost walking

# Social media snapshot

**reggie tricker** @reggietricker [Follow](#)

Not sure where else in the world you get such wonderful streetscape benefits from removing traffic as you do in Edinburgh. [#edinsummit](#) [#CleanAirDay](#)



7:41 AM · 21 Jun 2018 from [The Dome](#)

6 Retweets 14 Likes

**Emilia Jane Hanna** @Emilijaneagan [Follow](#)

The sun is shining on George Street as we celebrate a future beyond the dominance of the car on [#CleanAirDay](#) [#edinsummit](#)



2:47 AM · 21 Jun 2018

15 Retweets 29 Likes

**McKenna** @mckenna3smith [Follow](#)

Great to see part of George Street shut down for [#cleanairday!](#) [#edinsummit](#)



5:48 AM · 21 Jun 2018

1 Retweet 10 Likes

**Chas Booth** @ClrChasBooth [Follow](#)

"Increasing parking increases car use 🚗 and reducing it cuts it" 🚲 🚶 🚴 🚵 🚶 🚴 🚵 @TomRyeEdinburgh at [#edinsummit](#) on [#cleanairday](#)



6:42 AM · 21 Jun 2018

11 Retweets 18 Likes

**EdinburghSketcher** @EdinburghSketcher [Follow](#)

Great drawings from todays sketching on a traffic free George Street. Thanks to all who came and had a go on [#cleanairday](#) 😊 I hope to see you all again soon. [#myedinburgh](#) [#edinsummit](#) [#carfreeday](#) [#edinburghlife](#) [#instaart](#) [#urbansketchers](#) [#thisisedinburgh](#) @Edinburgh\_CC



9:11 AM · 21 Jun 2018

9 Retweets 33 Likes

**Suzanne Forup** @backonmybike [Follow](#)

Enjoying a car free Mound on [#CleanAirDay](#) [#edinsummit](#) - great banners from @SciennesPS and @FoEScot - just about to set off!



1:57 AM · 21 Jun 2018 from [Edinburgh, Scotland](#)

11 Retweets 24 Likes

**Mike Elm** @elmies7 [Follow](#)

Happy [#DirtyAirDay](#) everyone (1/364)! Feels like only yesterday it was [#CleanAirDay](#)... [#Edinsummit](#) [#Edinburgh](#)



8:48 AM · 22 Jun 2018

12 Likes

**Suzanne Forup** @backonmybike [Follow](#)

A highly deserved round of applause for @Daisynmurphy this morning for creating [#edinsummit](#); two days that could be the turning point for the next transformation of our beautiful, complex and evolving capital city



7:17 AM · 22 Jun 2018 from [Edinburgh, Scotland](#)

11 Retweets 34 Likes

**Jamie Wylie** @JA\_Wylie [Follow](#)

Would you prefer George Street had this or six parked cars? Well done @Edinburgh\_CC for showing that putting people before vehicles works better for everyone [#edinsummit](#)



9:20 AM · 21 Jun 2018

8 Retweets 35 Likes

**Emilia Jane Hanna** @Emilijaneagan [Follow](#)

Can't quite believe what has happened in Edinburgh today! Yoga, inspirational talks at [#edinsummit](#), dancing in the street, a clean air procession, George St transformed again into a park, and politicians inc @Imacinnessnp @adamrmcvey @ClrChasBooth there to say [#CleanAirNow!](#)

3:12 PM · 21 Jun 2018

4 Retweets 13 Likes



# Social media snapshot

**Rob Armitage** added 32 photos to the album: Clean Air Day - 21st June 2018 in Edinbop. 25 June at 20:52

We went dancing outside again, this time for Clean Air Day!

The City of Edinburgh Council closed off a couple of parts of the city for a day of activities to raise awareness for the need to improve the city's air quality, and we got to dance on George Street for a couple of hours on a Thursday evening. It keeps being sunny each time we dance outdoors... maybe we should do it more often?

Thanks to Emma Crowther for coordinating with the council and suggesting this in the first place!

Tag yourselves 😊

#cleanairday #edinsummit #myedinburgh



11



**edinburghsketcher** • Follow  
Edinburgh, United Kingdom

edinburghsketcher Great fun sketching on a traffic free George Street this lunch time. Thanks to all who came and had a go on #cleanairday ☺ I hope to see you all again soon.

#myedinburgh  
#edinsummit #cleanairday #edinburghlife  
#instaart #urbansketchers #thissideedinburgh @edinburghcouncil



69 likes



**andyattlincom** • Follow  
Edinburgh, United Kingdom

andyattlincom Excellent morning taking photos with @wearecyclinguk at Edinburgh's Clean Air Day activities with some happy faces enjoying 'Pie Together on Pies' scooting on a traffic-free George Street.

#edinburgh #scotland #cleanairday #edinsummit #myedinburgh #bike #bicycle #cyle #cycling



29 likes



**Ellen Mears** shared an event to the group: Edinbop. 21 June at 15:11

Don't forget we'll be dancing on George Street tonight as part of Clean Air Day!

Social dancing 6-8pm

Plus a short lesson for complete beginners at 7pm!... See more



THURS, 21 JUN

**Edinbop presents: Swing Dancing on Clean Air Day**

92 people interested



8

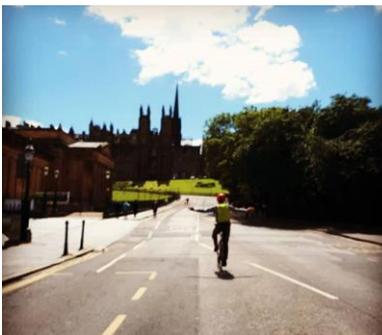
**Yoga for You - Edinburgh** 13 June at 15:57 Instagram

It might be hard to imagine the city centre without all the traffic but on Thursday next week that's exactly what's going to happen. The Mound and part of Princes St will be closed to traffic to celebrate Clean Air Day 2018. I'm going to be teaching a free yoga class at the bottom of The Mound (yes, on the road!) from 11am - 12pm. If you fancy posing for some photos come a bit earlier, say 10.15am. So that's Thursday 21st June 11am, see you there. #cleanair #cleanairday #edinsummit #nocars #justyoga #edinburgh #myedinburgh #scotland #beautifulcity #yoga #yogaoutdoors #freeclass #itsalsointernationalyogaday #andthesummersolstice



20

7 Shares



**backonmybike** • Follow

backonmybike Loved the traffic free streets in Edinburgh today for #cleanairday - real cycle space

#Edinburgh #edinsummit #getoutdoors #activelifestyle #activetravel #Scotland #activation



16 likes



**waughthisway** • Follow  
Edinburgh, United Kingdom

waughthisway It might be hard to imagine the city centre without all the traffic but on Thursday next week that's exactly what's going to happen. The Mound and part of Princes St will be closed to traffic to celebrate Clean Air Day 2018. I'm going to be teaching a free yoga class at the bottom of The Mound (yes, on the road!) from 11am - 12pm. If you fancy posing for some photos come a bit earlier, say 10.15am. So that's Thursday 21st June 11am, see you there. #cleanair #cleanairday #edinsummit #nocars #justyoga #edinburgh #myedinburgh #scotland #beautifulcity #yoga #yogaoutdoors #yogaeverywhere #freeclass #itsalsointernationalyogaday #andthesummersolstice

apriillart Nice one!  
redxjs Will Mr. W. be posing?



52 likes



**chas\_booth** • Follow  
The Mound

chas\_booth "What do want?"  
"Clean air!"  
"When do we want it?"  
"Now!"

Great chants from school kids at #cleanairday in #edinburgh #edinsummit globlactionplan



17 likes

# Quotes

---

“Loved the traffic free streets in Edinburgh today for #cleanairday!”

“Great vibes yesterday on George Street for #edinsummit”

“We’ve arrived on George Street and it looks amazing”

“Today has been a beautiful vision of the future for Edinburgh”

“It has been lovely seeing everyone out enjoying themselves in the clean air and the sunshine”

“This has been a really symbolic move for the future of Edinburgh’s city centre”

“Using one of Edinburgh’s premier streets - George Street – for Clean Air Day it has been a very clever way of showing people a different way in which they can use the city”

“We were chanting and protesting down the Mound and it felt really good to be out on the clear road celebrating Clean Air Day”

“Clean Air Day was a great idea!”

“Just wanted to say thanks for the great event over the last two days and I hope you are happy with how it turned out. I thought Malcolm Fraser was excellent earlier today and even turned me back towards an optimistic outlook!”

# Quotes

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Not everyone was happy with the street closures

**“But let’s gridlock the rest of the city so emissions are higher, utter shambles”**

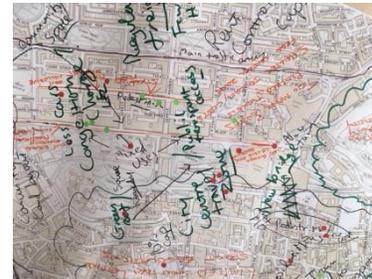
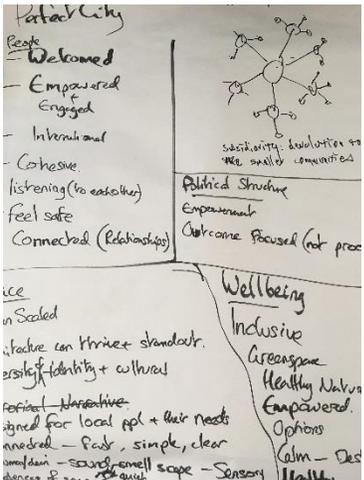
**“It would be ideal if you want Edinburgh to become another Venice, were local citizens cannot live anymore, and the city is a kind of "Museum-Park". Thursday (yesterday) was a kaos for people trying to go to work, pick up their children, or go home”**

**“It was chaos but next time make sure people who live and work here know - particularly elderly and disabled. Locals can then plan to reroute , avoid the city centre if they can and leave to the tourists to enjoy the yoga!”**

**“Some public transport were delayed 20 minutes, with the consequences for the people. If the housing prices in the city are rising to the point that the locals have to move far away from it, you should make easy for them to move around.”**

**“Can’t get there town completely gridlocked”**

# Images



# Video

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The video can be downloaded here: [www.dropbox.com/sh/8fs36jnvwqeo7zb/AACsWUpoEZIHJsJ-MQ7y5bE-a?dl=0](https://www.dropbox.com/sh/8fs36jnvwqeo7zb/AACsWUpoEZIHJsJ-MQ7y5bE-a?dl=0)

# Monitoring

## Travel behaviour

- Survey by Richard Stevenson, Msc Carbon Management, The University of Edinburgh
- 40 participants across two street-closure events. (16<sup>th</sup> June, Friends of the Earth event and 21<sup>st</sup> June, Clean Air Day event)
- Overall, the findings seem to indicate a reasonably high level of support for car-free initiatives in Edinburgh.

Some headline stats:

| Question   | Answer             |
|--|--------------------|
| Are you aware that this is a special one-day event taking place here today?  | <b>Yes – 47.5%</b> |
| Are you aware of the purpose of today's event?   | <b>Yes – 47.5%</b> |
| Were you aware of this event before coming here / to Edinburgh today?  | <b>Yes – 37.5%</b> |
| To what extent would you say you were already aware of initiatives like today's event, i.e. events related to clean air, fewer vehicles on our roads, pedestrianisation and active travel? | <b>Yes – 67.5%</b> |
| To what extent would you say you were supportive of initiatives like today's event, i.e. events related to clean air, fewer vehicles on our roads, pedestrianisation and active travel?    | <b>Yes – 87%</b>   |

| Question<br>(Strongly agree 5 – 1 strongly disagree)  | Answer                    |
|---|---------------------------|
| Reduced vehicle events like this should happen more often in Edinburgh.   | <b>5 = 55%, 4 = 30%</b>   |
| Reduced vehicle events like this should happen on a bigger scale in Edinburgh.  | <b>5 = 57.5%, 4 = 20%</b> |
| I would support plans to consider the closing of residential streets in Edinburgh to through traffic on a regular basis. [assuming residents, businesses, deliveries would still have access] | <b>5 = 45%, 4 = 27.5%</b> |
| I would support plans to consider the closing of residential streets in Edinburgh to through traffic permanently. [assuming residents, businesses, deliveries would still have access]        | <b>5 = 50%, 4 = 17.5%</b> |

# Monitoring

## Air Quality and Congestion

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- Sweco was commissioned by the City of Edinburgh Council to collect traffic flow data to contribute to monitoring of the recent Clean Air Day
- Due to the abnormal hot weather conditions and queuing traffic on the routes where recording was undertaken, the ATCs did not record for the full 7 day survey as intended. Several ATC loops sprung up from the carriageway and two loops were broken mid-survey. Notwithstanding this, the data recorded provides some indication of the effects of road closures on the routes studied
- The ATC traffic data available would suggest that despite some congestion, the road closures did not adversely affect operation of the surrounding road network on the signed diversion routes. The signage for road closures was implemented further afield than the signed diversion route and it is assumed that drivers made route choices at earlier points on the road network, spreading the effect of any re-routing.
- During the 2.5 hour road closure on the 21st June, The Mound experienced a reduction in two-way vehicle flow of between 800 to 1,500 vehicles (covering the 2.5hour road closure). This translated to an overall reduction in HGV movements of between 120 and c.300 trips.
- There was a temporary improvement in Air Quality on The Mound and George Street during the road closures. Further studies and road closures would need to be undertaken to understand the full benefits on Air Quality. This would suggest that drivers chose to either re-route earlier than the Mound / Hanover, re-timed their journey or chose an alternative mode of transport.
- Given the issues with the ATCs and the short time period over which the road closures were in place, then the conclusions of this study should be taken as indicative only.

# Monitoring

## Public Life Assessment

### Behaviour (Not Clean Air Day)

- 1 - Sit outside cafe/restaurant/tea room
- 2 - Sit at table in outdoor cafe
- 3 - Sit at table in outdoor cafe/restaurant/tea room
- 4 - Sit at table in outdoor cafe/restaurant/tea room
- 5 - Stand at table in outdoor cafe/restaurant/tea room
- 6 - Stand at table in outdoor cafe/restaurant/tea room
- 7 - Stand at table in outdoor cafe/restaurant/tea room
- 8 - Stand at table in outdoor cafe/restaurant/tea room
- 9 - Stand at table in outdoor cafe/restaurant/tea room
- 10 - Stand at table in outdoor cafe/restaurant/tea room
- 11 - Stand at table in outdoor cafe/restaurant/tea room
- 12 - Stand at table in outdoor cafe/restaurant/tea room
- 13 - Stand at table in outdoor cafe/restaurant/tea room
- 14 - Stand at table in outdoor cafe/restaurant/tea room
- 15 - Stand at table in outdoor cafe/restaurant/tea room
- 16 - Stand at table in outdoor cafe/restaurant/tea room



- Greater pedestrian space and reduction in traffic led to a greater diversity of social and economic activities on Princes Street
- The type and location of activities on Clean Air Day indicate people felt more relaxed and were able to enjoy the space and linger in it
- Spaces usually reserved for waiting to cross were utilised by people talking, looking at the view and taking photos

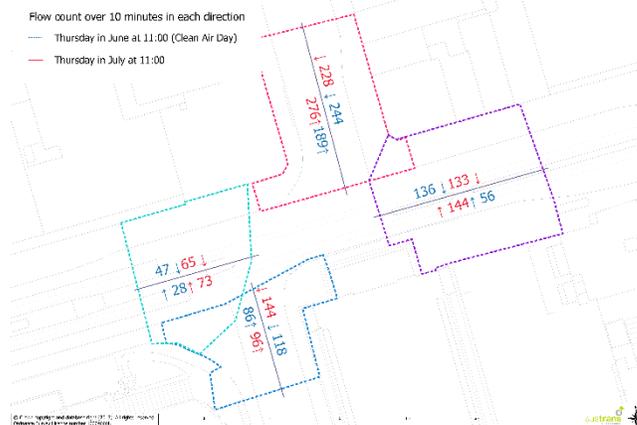
### Behaviour (Clean Air Day)

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- 9 - Stand at table in outdoor cafe/restaurant/tea room
- 10 - Stand at table in outdoor cafe/restaurant/tea room
- 11 - Stand at table in outdoor cafe/restaurant/tea room
- 12 - Stand at table in outdoor cafe/restaurant/tea room
- 13 - Stand at table in outdoor cafe/restaurant/tea room
- 14 - Stand at table in outdoor cafe/restaurant/tea room
- 15 - Stand at table in outdoor cafe/restaurant/tea room
- 16 - Stand at table in outdoor cafe/restaurant/tea room



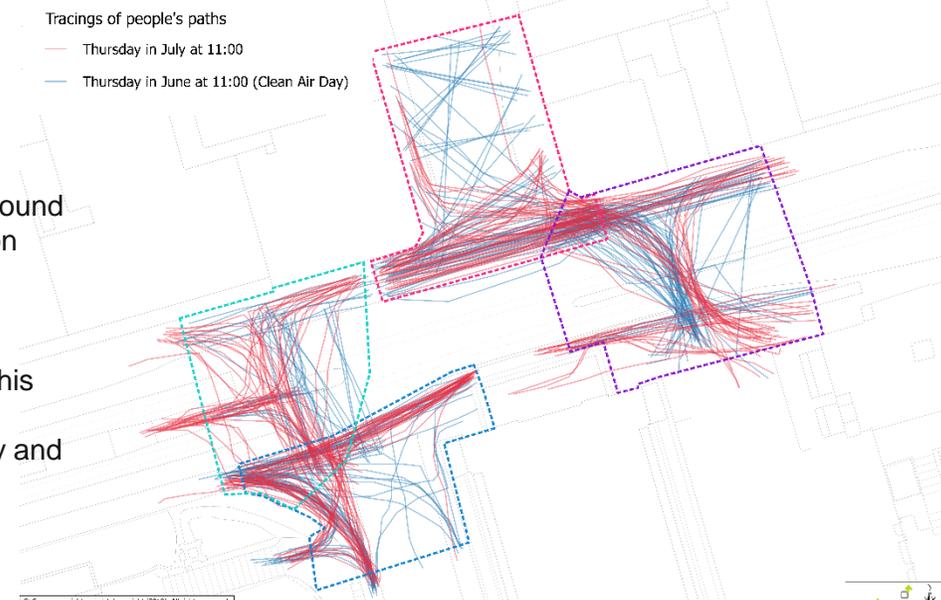
- Count data demonstrates the high footfall in this area over a ten minute period moving in each direction
- Pedestrians felt empowered to take ownership of the road space on Clean Air Day. They utilised the road quickly, showing the need for extra space due to pedestrian volume

Flow count over 10 minutes in each direction  
 Thursday in June at 11:00 (Clean Air Day)  
 Thursday in July at 11:00



### Tracings of people's paths

- Thursday in July at 11:00
- Thursday in June at 11:00 (Clean Air Day)



- The volume of traffic on the Mound and Hanover Street on the Non Clean Air Day survey period regularly blocked pedestrian movement heading in both directions of Princes Street. This created problems for crossing pedestrians from both a safety and priority perspective

# Cost

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The event was financially supported through Paths for All ‘Smarter Choices Smarter Places’ Fund). In addition, Sustrans Scotland provided financial support for communications. Many partner organisations, summit speakers, artists, businesses and friends provided support without financial remuneration.

## Some headline figures:

**Total cost of the event: £21,777.36 (Initial budget: £30,000)**

- CEC costs for road closures: £4,021.70 including traffic management, TRO etc
- Event costs £15,305.66
- Monitoring £1,500.00
- Venue £950.00

(Assembly Rooms venue was paid for by moneys carried over from a previous booking)

# Conclusion

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## A snapshot of success

Celebration of Clean Air Day as part of a nation-wide initiative. The organisers considered Edinburgh's event to be excellent, achieving their objectives.

Achieved the outcomes as set out prior to the event in a very short space of time.

Excellent collaborative working with established and new partners laying the foundation for future behaviour change work in partnership.

Media coverage and general feedback was hugely positive with some concerns highlighted, which was good to foster a constructive debate.

The success of the event has attracted additional revenue funding (£50,000) from Paths for All to explore further events of with similar objectives.

## Some lessons Learned

Monitoring of a one-off event is not as statistically robust as it would be for regular or longer-term events.

More time needed in the build-up to street closures for better communication and coordination.

Events of this scale are resource and time-intensive and require more dedicated support.

Different communication channels should be explored, like radio/TV, rather than overly reliant on social media and print.

Audience groups could have been wider and more diverse if we had more time.

More thought needed on whether road closures should have organised events or have an organic approach.

# **Public engagement– City Mobility Plan, Low Emission Zone (s), and Edinburgh City Centre Transformation**

*Engagement period commencing September 2018*

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## **Purpose**

This outline provides a summary of the public engagement approach for City Mobility Plan (CMP), Low Emission Zone(s) (LEZ), and Edinburgh City Centre Transformation (ECCT) projects.

Public engagement follows an extensive programme of engagement with stakeholders to identify and inform the issues and options for the future as set out in the public prospectus. Work to date has been informed by recent feedback provided to the Council through engagement on other related projects (such as the World Heritage Management Plan, Royal Mile Action Plan, Locality Improvement Plans, and the Economy Strategy).

The purpose of this stage of public engagement is to publicly test the ideas generated through stakeholder engagement. This will involve public events and online consultation, supported by the prospectus which sets out ideas to create a more active and connected city, a healthier environment, and a transformed city centre and neighbourhood streets.

## **Outcomes sought from this phase of public engagement**

The overall aim is for a high-quality engagement experience. To date, there has been a high level of engagement with key stakeholders. The Council wants to build on this and achieve an active and participatory approach to engagement with the public.

All interested parties will:

- have an improved awareness of the case for change and range of potential ideas that could be progressed in Edinburgh.
- have the ability to input views on the ideas set out in the prospectus via the Council's consultation hub and social media, printed response forms, and through public events
- be confident that their views have been heard by the Council
- be aware of the next steps for the work and opportunities to be involved in future delivery.

## **Timing and dependencies**

The engagement period will commence in September 2018 eight weeks following the end of the summer festival period.

Related programmes of public and stakeholder engagement are also scheduled for similar timings and where appropriate will be coordinated. These include:

- 2050 Edinburgh City Vision – launching 3 September
- Local Development Plan – stakeholder engagement over September
- George Street and the First New Town – ongoing stakeholder engagement
- Meadows to George Street Cycleway

## **Information available**

Information will be available through a variety of channels to promote that the Council is seeking public engagement and to direct people to provide feedback via the consultation hub.

### Prospectus

- The prospectus will be primarily available online with feedback on the prospectus questions will be collected via the Council's online consultation hub. A small print run made to provide hard copies for libraries, council hubs, and use at public events.

### Promotion and supporting information

- Radio and print media, the Council's social media, and partner organisations' media will be used to promote the public engagement (particularly with young and hard to reach people) and encourage discussion.
- Supporting promotional material (posters, postcards, etc) will be made available in public places, transport hubs, at related public events.
- A website is being developed to direct people to further information including evidence and research behind the projects, key presentations and reports, as well as supplementary information and presentations that will be used throughout the engagement process.

### Events and workshops

- Council officers, heads of service and service managers from across the Place directorate, and elected members will host public events/drop in workshops to provide more information about the ideas in the prospectus and to discuss it further.
- Public events will be scaled to target specific groups of stakeholders and geographies across the city to facilitate more detailed discussion on specific ideas.
- A series of public 'talks by experts' to present new and emerging ideas to stimulate public discussion and information and supporting material (transcripts/slides etc) would be available online. A lead expert or ambassador could be utilised to give the engagement a higher profile.

## **Pre-public engagement awareness raising**

In advance of the public engagement period, the Council will undertake a proactive communications campaign to raise public awareness of the issues and ideas set out in the prospectus.

The Council's social media will be used to promote the upcoming engagement and encourage people to take part in it. Ideas and examples of similar initiatives implemented by other cities will also be promoted.

A series of short vox pop videos will be commissioned to exemplify the ideas and issues set out in the prospectus. The videos will include citizens, businesses, and stakeholders speaking about their travel habits, needs, and potential ideas for the future.

Awareness raising videos and social media posts will be made during August 2018. A full schedule will be developed over the coming weeks and will include a similar approach to be taken over the consultation period commencing in September 2018.

## Summary of approach to public engagement

| Audience  | Engagement content  | Channel of engagement   |
|---|---|---|
| <b>Public engagement</b>  |   |   |
| Members of the public   | <ul style="list-style-type: none"> <li>- Engagement on ideas presented in prospectus</li> <li>- Events held across the City (focusing on geographies and key ideas/sets of ideas)</li> <li>- Invited to specialist talk series on emerging ideas</li> </ul> | <ul style="list-style-type: none"> <li>- Targeted to engage with prospectus via media and social media.</li> <li>- Invited to attend open stakeholder events</li> <li>- Encouraged to complete online consultation</li> </ul>   |
| <b>Stakeholder groups</b>   |   |   |
| <ul style="list-style-type: none"> <li>- Young people (children, youth, and young professionals)</li> <li>- Older people</li> <li>- Vehicles (e.g. cars, goods vehicles, freight, motorcycle)</li> <li>- Community planning partners</li> <li>- Developers and agents</li> <li>- Design and heritage</li> <li>- Equalities representation groups</li> <li>- Environmental groups</li> <li>- Transport providers (public, taxi and hire car, and community providers)</li> <li>- Walking and cycling</li> <li>- Economic growth and Edinburgh business</li> <li>- Trade associations</li> <li>- Regional planning/neighbouring authorities/city deal partners</li> <li>- Statutory bodies</li> <li>- Emergency services</li> </ul> | <ul style="list-style-type: none"> <li>- Engagement on ideas presented in prospectus</li> <li>- Invited to open seminar series on emerging ideas</li> <li>- Able to discuss specific ideas if raised</li> </ul>   | <ul style="list-style-type: none"> <li>- Targeted to engage with prospectus via               <ul style="list-style-type: none"> <li>o CEC contact with key representation groups</li> <li>o media (print, radio, online)</li> <li>o social media</li> </ul> </li> <li>- Invited to attend open stakeholder events</li> <li>- Encouraged to complete online consultation</li> <li>- Where CEC has input into existing forums – will be used to run events for those stakeholder groups</li> </ul> |

| <b>Specialist engagement</b>   |  |   |
|--|--|---|
| <p><b>Specific events will be held for discussion</b></p> <ul style="list-style-type: none"> <li>- On key issues/proposals (such as LEZs, freight)</li> <li>- On impacts on geographies across the city and city centre (such as Princes street, town centres, across the city)</li> <li>- With existing forums and groups</li> <li>- specific meetings with key stakeholders (e.g. those critical to delivering proposed ideas) at senior manager level</li> </ul> <p><b>Place Standard exercise</b></p> <ul style="list-style-type: none"> <li>- Place standard exercise (air quality focus) in key areas to gain local perspective.</li> </ul> <p><b>Hard to reach groups</b></p> <ul style="list-style-type: none"> <li>- Further research will be commissioned to take a specific approach to contact and engage with people and groups that do not often engage with the Council (such as those on low incomes)</li> </ul> | <ul style="list-style-type: none"> <li>- Will support more detailed discussion and engagement with local communities and specific groups of stakeholders.</li> <li>- This also includes further research work that is scheduled to be undertaken to inform the next stages of the projects.</li> </ul> | <ul style="list-style-type: none"> <li>- Invited via existing networks to attend event</li> <li>- Feedback on specific discussion collated by project team</li> <li>- Encouraged to complete online consultation</li> <li>- Any additional engagement content (presentations etc) will be made publicly available on website</li> </ul> |