

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday, 12th October, 2023

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to watch the webcast live on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Minute of the Transport and Environment Committee of 14 September 2023 – submitted for approval as a correct record. 9 - 28

5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 29 - 38
- 5.2 Transport and Environment Committee Rolling Actions Log 39 - 116

6. Business Bulletin

- 6.1 Transport and Environment Business Bulletin 117 - 124

7. Executive Decisions

- 7.1 St James Quarter - Introduction of an Experimental Traffic Regulation Order – Report by the Executive Director of Place 125 - 152
- 7.2 Road Safety – Service and Delivery Plan Update for 2023/24 – 153 - 174

Report by the Executive Director of Place

7.3	Actions to Deliver Edinburgh's City Mobility Plan - Consultation Update – Report by the Executive Director of Place	175 - 566
7.4	East London Street – Report by the Executive Director of Place	567 - 576
7.5	Litter Bin Siting Policy – Report by the Executive Director of Place	577 - 586
7.6	Reform of the Council's Transport Companies – Report by the Executive Director of Place	587 - 596

8. Routine Decisions

8.1	Transport and Environment Revenue Budget Monitoring 2324 Month 3 – Report by the Executive Director of Place	597 - 606
8.2	Speed Limits Review: 20mph – Report by the Executive Director of Place	607 - 674
8.3	Speed Limits Review - Rural Roads – Report by the Executive Director of Place	675 - 742
8.4	Heart of Midlothian Football Club – Report by the Executive Director of Place	743 - 746
8.5	Incorrect Parking on the Tram Route – Report by the Executive Director of Place	747 - 756

9. Motions

9.1 Motion by Councillor Aston - HES Strategic Plan for Holyrood Park

“Committee:

- 1) Welcomes the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#), which explicitly sets out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.
- 2) Welcomes as particularly relevant to the work of this

Committee the provisional objectives to:

‘Make active travel the dominant travel mode through and to the Park’

And to achieve that:

‘Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict between users and vehicles and improve the quality of user experience in the Park.’

And to deliver:

‘a comprehensive network of paths and active travel routes across the Park for all users and visitors’

And to ensure that:

‘Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.’

- 3) And notes that, as this document is currently an outline strategic plan which is subject to a 12-week consultation which runs until 19th December 2023, little detail has as yet been provided on what steps will be implemented and in what timeframe to achieve these valuable outcomes.
- 4) Further notes that while the outline strategic plan states that the City of Edinburgh Council is among the organisations with which HES enjoys a close relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there are no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council has a crucial role to play in changes such as this because it is the local transport authority and is responsible for all roads around and connecting to the Park.
- 5) Recognises and praises the work of the Car Free Holyrood campaign in persuading HES over time to come to a position where substantially reducing or removing

vehicular through traffic from the Park is one of their key provisional objectives

- 6) Agrees that council officers will seek to formalise the stakeholder relationship with HES in relation to the Park's management and will write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November committee's Business Bulletin before being submitted, and will promote the HES consultation to Edinburgh residents via the Council's social media channels."

9.2

Motion by Councillor Dijkstra-Downie - Trial of Speed-Responsive Traffic Lights

"Committee:

1. Notes previous trials in London and Swindon of speed-sensitive traffic signals that turn red when a speeding car approaches, or alternatively are red by default and only change to green when approaching drivers adhere to the speed limit. Drivers learn that speeding on streets with such signals will require them to stop at the light and be delayed as a result.
2. Understands that this technology is already in use in other European countries including Spain and the Netherlands, in the US including in Boulder, CO and Washington D.C., and has recently been trialled in Montreal, Canada.
3. Asks for a report to the Transport and Environment Committee in February 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure."

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Scott Arthur(Convener), Councillor Danny Aston, Councillor Jule Bandel, Councillor Christopher Cowdy, Councillor Sanne Dijkstra-Downie, Councillor Stuart Dobbin, Councillor Katrina Faccenda, Councillor Kevin Lang, Councillor Finlay McFarlane, Councillor Marie-Clair Munro and Councillor Kayleigh O'Neill

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email rachel.gentleman@edinburgh.gov.uk / carolanne.eyre@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 14 September 2023

Present

Councillors Arthur (Convener), Aston, Bandel, Burgess (substituting for Councillor O'Neill, items 13 and 14), Cowdy, Dijkstra-Downie, Dobbin, Graham (substituting for Councillor Faccenda, items 1 to 7), Faccenda (item 8 onwards), Lang, McFarlane, Munro and O'Neill (items 1 to 13).

1. Deputation

Pesticide Free Balerno

(in relation to item 9 - Phased Reduction in Use of Glyphosate)

The deputation provided a summary of Glyphosate use, and the changes of use which had occurred since 2016. They highlighted health concerns and requested at the minimum, the introduction of some level of safe alternatives in the meantime until the phase out was completed.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 17 August 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) To request a business bulletin update for the next meeting on Burnside Bridge.
- 2) To request a business bulletin update on the George Street and First New Town Consultation.
- 3) To otherwise note the work programme.

(Reference – Work Programme 14 September 2023, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 34 - Business Bulletin – Motion by Councillor Miller – Driver Behaviour

- Action 35 - Public Transport Action Plan 2023 – Delivering the City Mobility Plan
 - Action 37 (1) - Strategic Business Case for an Edinburgh Workplace Parking Levy
 - Action 38 (2) and (3) - Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging
 - Action 40 (1-3) and (5) - Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24
 - Action 43 – Business Bulletin (Leith Walk Planters)
 - Action 44 - Business Bulletin (Powderhall)
 - Action 45 – Business Bulletin (Supported bus services)
 - Action 48 - Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond Catchment
 - Action 49 (2) and (3) - Response to Motion by Councillor Osler – Flooding
 - Action 52 - Motion by Councillor Cowdy - Better Buses for Ratho
 - Action 54 (2) – RAL
 - Action 55 (1) and (2) - Business Bulletin
 - Action 56 - A71 Dalmahoy Junction Improvements – Funding Options
 - Item 60 (3) - Maintenance of Footways and Cycleways
- 2) To agree action 40 (4) – ‘Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24’ would remain open.
- 3) To note the remaining outstanding actions.

(Reference – Rolling Actions Log 14 September 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

- 1) To note the Business Bulletin.
- 2) To request an update on how many service hours were lost to incorrectly parked vehicles on the tram route.
- 3) To confirm the timescale for completion of signalling works on the tram route.

(Reference – Business Bulletin 14 September 2023, submitted.)

6. Roseburn to Union Canal Active Travel Route and Green Corridor – Compulsory Purchase Order

Approval was sought to serve a Compulsory Purchase Order (CPO) in respect of a plot on privately owned land to enable constructions of a link, which would be of value to residents for accessing the main active travel route and greenspace.

Decision

- 1) To agree to pursue a Compulsory Purchase Order (CPO) for the area of land shown in Appendix 3 to the report by the Executive Director of Place.
- 2) To note that it was intended to submit a draft CPO to the next appropriate meeting of the Council for authority to exercise compulsory purchase powers.
- 3) To note that the Council would continue to seek a negotiated purchase or servitude access to the land noted in Appendix 3 to the report in parallel with the CPO process.

(Reference – report by the Executive Director of Place, submitted.)

7. Edinburgh Workplace Parking Levy

A report responded to a request from the Transport and Environment Committee at its meeting of 2 March 2023 on an integrated impact assessment for an Edinburgh Workplace Parking Levy and agreed plans for future engagement and a public consultation. The Committee was asked to note the progression of these milestones.

Motion

- 1) To note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.
- 2) To thank officers for a balanced report which highlights both the potential benefits of a Workplace Parking Levy and its predictable negative consequences on key groups.
- 3) To note that the Labour administration previously raised concerns that the predictable and non-trivial negative impacts of a Workplace Parking Levy were not being adequately addressed by the Committee. Regrets, therefore, that other parties decided to proceed without addressing these. Welcomes that this report provides an opportunity to pause and robustly address these concerns before giving the Edinburgh public a say on the matter.
- 4) To recommit Edinburgh to a just transition – it must move to a net-zero economy in a way that is fair and equitable for all, including workers, communities, and the environment.
- 5) To note, however, that in contrast with this the current report makes the following observations:
 - 5.1) *“...15% of those that travel to work by car” are in “the lowest two groups of Socio-economic classification”.*
 - 5.2) *“The school sector has a relatively higher dependency on car use to work, and part time workers have a relatively higher income impact if the full cost of WPL was passed on.”* Further notes that *“56% of the Teaching and*

Educational Professionals in Edinburgh are women”, and “31% of women employed in Edinburgh work part-time”.

- 5.3) *The Workplace Parking Levy could create “displaced parking to residential areas or places located near existing parking terminals as drivers commuting to work attempt to avoid paying for the levy”.*
 - 5.4) *There may be an “impact on cost of living if the levy is passed on to workers” and that women are “overrepresented in sector specific employment with car reliance”.*
 - 5.5) *“...a Workplace Parking Levy could reduce private car use, and that may lead to disproportionate impacts on lower income groups experiencing forced car ownership.”*
 - 6) To note that the report is clear that more work is required to evaluate the carbon impact, environmental impact and any risks from cumulative impacts.
 - 7) To note that in terms of the impact a Workplace Parking Levy may have on modal shift, a significant independent study in Nottingham (<https://doi.org/10.1016/j.cstp.2019.09.001>) found that in terms of sustainable transport *“around 8.5% of all commuters on these modes have switched away from the car, at least in part because of the WPL Package. About half of these commuters cited the increase in the cost of parking at work or the removal of workplace parking as an important reason... .however, the survey also demonstrates that a quarter of all current car users surveyed have switched to this mode in the study period, with convenience and a quicker journey time being important reasons for this switch.... It is concluded that this limits the ability of the WPL to actually reduce congestion as when road space is consequently released by the WPL itself, or the measures it part funds, further car trips are generated.”*
 - 8) To conclude that whilst a Workplace Parking Levy would help address Edinburgh’s position as Scotland’s worst funded Council, such a scheme must not worsen inequality between residents in our capital. Further concludes a Workplace Parking Levy would only succeed if it was part of a wider progressive plan to encourage modal shift.
 - 9) To agree that progressing to a consultation without addressing these points fully and offering robust and workable mitigation options as part of an open and transparent public consultation, would conflict with the commitment to deliver a just transition.
 - 10) To agree all work on the consultation should stop until robust mitigation options are presented to the Committee for consideration which have been developed in partnership with local Trade Unions and other key stakeholders.
- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.

- 2) To agree to proceed to engagement and consultation as set out in 5.1.
- 3) To acknowledge the strategic importance of the City Mobility Plan's commitment to a 30% reduction in car kilometres by 2030. This must extend to regular and frequent reporting of progress towards that target in order to assist the Council in identifying what policy solutions, such as a Workplace Parking Levy are needed to address Edinburgh's severe congestion problems and to meet the challenges of the climate crisis.
- 4) To agree therefore that the annual progress towards the target of a 30% reduction in car kilometres by 2030 will be reported on an annual basis in the Annual Performance Report to the Policy and Sustainability Committee, with the figure for the last reporting year to have concluded to be included in the next Transport and Environment Committee Business Bulletin.
 - moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.
- 2) To reiterate approval of going forward to an initial consultation on the general principles of a Workplace Parking Levy (WPL).
- 3) To recognise the necessity for measures to promote a cultural and modal shift from solo car use towards more sustainable travel options which will have a positive impact on our environment and also on people with marginalised identities – notably workers who come from a low-income background, women, disabled people, elderly people and ethnic minority groups – all of whom are more likely to travel by public transport anyway.
- 4) To acknowledge outstanding concerns and the possibility for misunderstandings raised in the Integrated Impact Assessment but recognises the wide range of possible mitigations available.
- 5) To recognise the need for the consultation to clearly communicate the aims, scope, and potential benefits of a WPL and asks that the consultation should explore views on these mitigations as well as what workers would like the money to be spent on.
 - moved by Councillor O'Neill, seconded by Councillor Bandel

Amendment 3

- 1) To note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.
- 2) Considers that the imposition of a Workplace Parking Levy would be an additional and unwelcome tax on jobs burdening businesses and workers with extra costs, especially during the difficult economic times of a cost-of-living crisis.
- 3) To note that Council Officers time could be better spent elsewhere.
- 4) To agree to take no further action on this proposal.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.12, Amendment 2 was accepted as an addendum to Amendment 1.

Voting

The voting was as follows:

For the motion	-	2 votes
For amendment 1 (as adjusted)	-	7 votes
For amendment 3	-	2 votes

(For the motion – Councillors Arthur and Graham.

For Amendment 1 (as adjusted) – Councillors Aston, Bandel, Dijkstra-Downie, Dobbin, Lang, McFarlane and O’Neill.

For Amendment 3 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted Amendment 1 by Councillor Aston:

- 1) To note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.
- 2) To agree to proceed to engagement and consultation as set out in paragraph 5.1 of the report by the Executive Director of Place.
- 3) To acknowledge the strategic importance of the City Mobility Plan’s commitment to a 30% reduction in car kilometres by 2030. This must extend to regular and frequent reporting of progress towards that target in order to assist the Council in identifying what policy solutions, such as a Workplace Parking Levy were needed to address Edinburgh’s severe congestion problems and to meet the challenges of the climate crisis.
- 4) To agree therefore that the annual progress towards the target of a 30% reduction in car kilometres by 2030 would be reported on an annual basis in the Annual Performance Report to the Policy and Sustainability Committee, with the figure for the last reporting year to have concluded to be included in the next Transport and Environment Committee Business Bulletin.
- 5) To reiterate approval of going forward to an initial consultation on the general principles of a Workplace Parking Levy (WPL).
- 6) To recognise the necessity for measures to promote a cultural and modal shift from solo car use towards more sustainable travel options which would have a positive impact on our environment and also on people with marginalised identities – notably workers who come from a low-income background, women, disabled people, elderly people and ethnic minority groups – all of whom were more likely to travel by public transport anyway.
- 7) To acknowledge outstanding concerns and the possibility for misunderstandings raised in the Integrated Impact Assessment but to recognise the wide range of possible mitigations available.

- 8) To recognise the need for the consultation to clearly communicate the aims, scope, and potential benefits of a WPL and to ask that the consultation should explore views on these mitigations as well as what workers would like the money to be spent on.

(References – Transport and Environment Committee of 2 March 2023 (item 7); report by the Executive Director of Place, submitted.)

8. Roads and Transport Infrastructure Investment

A report responded to a request from the Transport and Environment Committee on 20 April 2023, setting out the current strategies for roads and infrastructure investment, including condition status, future estimates and funding options, and details of the setted streets strategy.

Motion

- 1) To note the options for investment, as detailed in section 4 of the report by the Executive Director of Place and in Appendix 5 to the report.
- 2) To note the strategy for setted streets, as detailed in section 4 of the report and Appendix 6.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the options for investment, as detailed in section 4 of the report by the Executive Director of Place and in Appendix 5 to the report.
- 2) Welcomes the marked improvements to safe and accessible active travel infrastructure and the public realm the application of Street Design Guidance to capital renewal projects has delivered in the past.
- 3) Expresses concern at the possible impact going forward with like-for-like carriageways renewals instead of applying Street Design Guidance in the future would have on active travel.
- 4) Recognises that some of the investment options presented require trade-offs between the condition of the carriageway and improvements to active travel infrastructure and the public realm.
- 5) Notes that while carriageway condition is assessed and measured through the RCI score, no comparable projections exist for progress on delivering active travel infrastructure and public realm improvements that would improve the safety and experience of its users.
- 6) Requests a report in advance of the 24/25 Council Budget to quantify the impact of the two options proposing like-for-like carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements.
- 7) To note the strategy for setted streets, as detailed in section 4 of the report and Appendix 6.

- moved by Councillor Bandel, seconded by Councillor O'Neil

Amendment 2

- 1) To note the options for investment, as detailed in section 4 of the report by the Executive Director of Place and in Appendix 5 to the report.
 - 2) To note the strategy for setted streets, as detailed in section 4 of the report and Appendix 6.
 - 3) To note point 3.8 of the report that the current capital budget strategy “forecasts deterioration of the carriageway network.”
 - 4) To acknowledge:
 - 4.1) The current poor condition of the City’s roads is of great concern and needs to be addressed.
 - 4.2) That Scenario 4, requiring an extra £3Mil - £5Mil funding per financial and using like for like renewals, represents the most efficient, effective and pragmatic option for future improvement.
- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.12, Amendment 1 and Amendment 2 were adjusted and accepted as addenda to the motion.

Voting

The voting was as follows:

For the motion (as adjusted) - 9 votes
For Amendment 2 - 2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O’Neill.

For Amendment 2 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the options for investment, as detailed in section 4 of the report by the Executive Director of Place and in Appendix 5.
- 2) To note the strategy for setted streets, as detailed in section 4 of the report and Appendix 6.
- 3) To request a report in advance of the 24/25 Council Budget to quantify the impact of the two options proposing like-for-like carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements.
- 4) To acknowledge the current poor condition of the City’s roads and footpaths was of great concern and needed to be addressed.

(Reference – report by the Executive Director of Place, submitted.)

9. Phased Reduction in Use of Glyphosate

Approval was sought for the phased reduction of the use of glyphosate-based chemicals for the treatment of weeds, with the exception of use to control invasive weeds.

Motion

- 1) To introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council's estate, with the exception of invasive weeds.
 - 2) To approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed.
 - 3) To introduce a phased reduction of the use of glyphosate-based herbicide, with the aim of not using these by 2026 for the control of weeds on our roads, carriageways, pavements and hardstanding areas.
 - 4) To note that a weeds policy would be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.
 - 5) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
 - 6) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note point 3.3 in the report and believes that the burden of evidence indicates that glyphosate, being a 'forever' chemical, is carcinogenic, and as an endocrine disruptor, is a threat to the health and wellbeing of those who come in contact with it, particularly children.
- 2) To note and agree that glyphosate-based herbicides are a significant threat to biodiversity and the environment.
- 3) Committee believes use of glyphosate-based herbicides should be phased out across all our Greenspaces.
- 4) To require an accelerated timescale for the phasing out of glyphosate use for the control of weeds on our roads, carriageways, pavements and hardstanding areas prior to 2026 with a plan to be included in the Environmental Services Policy Assurance review in Spring 2024, this review to explore non-glyphosate approaches to controlling and eradicating invasive weeds (as listed in 4.9).
- 5) To note the 2018 case of Dewayne Johnson, the US greenkeeper who won a landmark legal case against the manufacturer with the jury ruling that the manufacturer's glyphosate product had caused his terminal cancer, and requests a report back, within one cycle, on the protective equipment that Council workers and any contractors are required to use while spraying.

- 6) To agree that officers should prepare and circulate a short briefing to Edinburgh's Community Councils with details on the procedure and process for involvement in the glyphosate-free trial areas.
 - 7) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
 - 8) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations
- moved by Councillor Dobbin, seconded by Councillor Aston

Amendment 2

- 1) To introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council's estate, with the exception of invasive weeds.
 - 2) To approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed.
 - 3) To introduce a phased reduction of the use of glyphosate-based herbicide, with the aim of not using these by 2026 for the control of weeds on our roads, carriageways, pavements and hardstanding areas, but agrees there should be no reduction overall in the scope and quality of weed control on roads and pavements during, or after, this period of transition.
 - 4) To note that a weeds policy would be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.
 - 5) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
 - 6) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council's estate, with the exception of invasive weeds.
- 2) To approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed.
- 3) To introduce a phased reduction of the use of glyphosate-based herbicide, with the aim of not using these by 2026 for the control of weeds on our roads, carriageways, pavements and hardstanding areas.
- 4) To note that a weeds policy would be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.

- 5) To welcome the ban in greenspaces and proposed phase out on roads and pavements as the toxicity of glyphosate is known to be fatal to birds, bees, worms and fish, and can also have a detrimental impact to people's health and wellbeing.
- 6) To reiterate our commitment to tackling the Climate and Nature emergencies in all forms, especially by ways of Council's use of chemical sprays on our streets and in our green spaces.
- 7) To recognise the need for ongoing scrutiny around the phase out.
- 8) Therefore, requests a progress update to come back to Committee in one year's time.
- 9) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
- 10) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.

- moved by Councillor Bandel, seconded by Councillor O'Neill

Amendment 4

- 1) To introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council's estate, with the exception of invasive weeds (see recommendation 2)
- 2) To approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed.
- 3) To continue to consider effective alternatives with the aim of reducing use of glyphosate-based herbicide for the control of weeds on our roads, carriageways, pavements and hardstanding areas, where feasible.
- 4) To note that a weeds policy would be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.
- 5) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
- 6) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.12, Amendments 1 and 4 were adjusted and accepted as addenda to the motion. Amendments 2 and 3 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council's estate, with the exception of invasive weeds.
- 2) To approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed.
- 3) To introduce a phased reduction of the use of glyphosate-based herbicide, with the aim of not using these by 2026 for the control of weeds on our roads, carriageways, pavements and hardstanding areas, but to agree there should be no reduction overall in the scope and quality of weed control on roads and pavements during, or after, this period of transition.
- 4) To note that a weeds policy would be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.
- 5) To welcome the ban in greenspaces and proposed phase out on roads and pavements as the toxicity of glyphosate was known to be fatal to birds, bees, worms and fish, and could also have a detrimental impact to people's health and wellbeing.
- 6) To reiterate our commitment to tackling the Climate and Nature emergencies in all forms, especially by ways of Council's use of chemical sprays on our streets and in our green spaces.
- 7) To recognise the need for ongoing scrutiny around the phase out.
- 8) Therefore, to request a progress update to come back to Committee in one year's time.
- 9) To agree that glyphosate-based herbicides were a significant threat to biodiversity and the environment.
- 10) To believe the use of glyphosate-based herbicides should be phased out across all our greenspaces.
- 11) To explore an accelerated timescale for the phasing out of glyphosate use for the control of weeds on our roads, carriageways, pavements and hardstanding areas prior to 2026 with a plan to be included in the Environmental Services Policy Assurance review in Spring 2024; this review to explore non-glyphosate approaches to controlling and eradicating invasive weeds (as listed in paragraph 4.9 of the report by the Executive Director of Place).
- 12) To note the 2018 case of Dewayne Johnson, the US greenkeeper who won a landmark legal case against the manufacturer with the jury ruling that the manufacturer's glyphosate product had caused his terminal cancer, and to request a report back, within one cycle, on the protective equipment that Council workers and any contractors were required to use while spraying.
- 13) To agree that officers should prepare and circulate a short briefing to Edinburgh's Community Councils with details on the procedure and process for involvement in the glyphosate-free trial areas.

- 14) To continue to consider effective alternatives with the aim of reducing use of glyphosate-based herbicide for the control of weeds on our roads, carriageways, pavements and hardstanding areas, where feasible.
- 15) To agree the Convener would write to SEPA to request any information they hold on water quality and levels of Glyphosate in watercourses.
- 16) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.

(Reference – report by the Executive Director of Place, submitted.)

10. Flooding in Kirkliston and the wider Almond Catchment

A report provided an update on the funding of a River Almond Flood Study from the £2 million capital funding allocated for flooding.

Decision

- 1) To note that it was not possible to fund a River Almond Flood Study from the £2 million capital funding allocated for flooding, and that no alternative options had been identified to meet the cost of this study in advance of the planned programme (as part of Cycle 3 of the Plan for the Forth Estuary Local Plan District (2028 - 2034).
- 2) To note that officers would progress the programmes of work identified as part of the £2 million and the actions identified for the Council within the current Cycle 2 of the Local Flood Risk Plan.

(Reference – report by the Executive Director of Place, submitted.)

11. Strategic Review of Parking: Progress Update

A report provided an update on progress with the implementation of the Strategic Review of Parking and on the interdependencies between the Strategic Review and the Stadiums Review. A response to a motion approved by the Council on 22 June 2023 in respect of anomalies in the Controlled Parking Zone N6 Abbeyhill was also included.

Motion

- 1) To note the update provided on the implementation of the Strategic Review of Parking.
- 2) To approve the methodology and approach, set out in Appendix 1 to the report by the Executive Director of Place, for assessing the monitoring results for the western extent of Zone S6.
- 3) To note the information provided in Appendix 2 in response to an approved Council motion on Controlled Parking Zone anomalies.
- 4) To approve the approach detailed in Appendix 5 with regard to permit eligibility for new developments.
- 5) To approve the approach outlined in Appendix 6 with regard to the Stadiums Review, aligning this with consideration of Phase 2 of the Review of Parking.

- 6) To circulate an updated timeline for the Strategic review of Parking.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update provided on the implementation of the Strategic Review of Parking.
- 2) To approve the methodology and approach, set out in Appendix 1, for assessing the monitoring results for the western extent of Zone S6.
- 3) To note the information provided in Appendix 2 in response to an approved Council motion on Controlled Parking Zone anomalies.
- 4) To approve the approach detailed in Appendix 5 with regard to permit eligibility for new developments.
- 5) To approve the approach outlined in Appendix 6 with regard to the Stadiums Review, aligning this with consideration of Phase 2 of the Review of Parking.
- 6) To circulate an updated timeline for the Strategic review of Parking.
- 7) Committee welcomes the work of officers in delivering the Strategic Review of Parking, which is the most wide-ranging reform of parking controls in the city since the original city centre zone was introduced, and recognises the benefit that many residents who have experienced the impact of commuter parking pressures are already seeing on their streets.
- 8) To acknowledge however that in such a large undertaking, it is unavoidable that some anomalies and errors may creep in.
- 9) To agree therefore to request a report in three cycles to update on the implementation of all new phase 1 CPZs with a full audit of the new parking control measures. This should include, how much total new length of double yellow lines and any other additional controls have been added broken down by:
 - improvements to accessibility;
 - improvements to connectivity (preventing double parking, etc.);
 - improved access to utilities like bin hubs;
 - improvements to safety at junctions and other areas;
 - a full explanation of every stretch of controls that does not fit into the above list;and should include a list of measures which were set out in TROs but which have not been marked on roads and therefore not been implemented.
- 10) To agree that detailed maps of all proposed new CPZ schemes will always be provided to ward councillors and community councils ahead of the promotion of the TROs relevant to them and to this committee when it is considering reports on progression to a TRO.
- 11) To note the update contained in Appendix 2 and the legal obstacles to granting permits to households which are part of streets which are currently not adopted or

were not adopted at the time of the promotion of the enabling TRO and which therefore have not been included in the CPZ area in which they are located.

- 12) To reiterate Council's recognition in the meeting of June 2023 that 'it is not fair that residents in these new developments should be concerned that they will be under disproportionate pressure from neighbouring streets if they are not included in the CPZ'.
 - 13) To acknowledge that until the legal process of extending parking controls to the two streets that were adopted within zone N6 is completed it cannot be definitively concluded that controls will be implemented there.
 - 14) To agree therefore to ask officers to liaise with the Council's parking enforcement contractor with a view to ensuring that households in the affected streets in N6 will receive a parking dispensation: for instance being able to provide registration details for one car each to the contractor via the Council and that these nominated vehicles will face no penalty for parking in N6 CPZ permit holders' bays until the legal process of extending parking controls has been completed and an outcome determined
- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the update provided on the implementation of the Strategic Review of Parking.
 - 2) To approve the methodology and approach, set out in Appendix 1, for assessing the monitoring results for the western extent of Zone S6.
 - 3) To note the information provided in Appendix 2 in response to an approved Council motion on Controlled Parking Zone anomalies; and requests that relevant ward councillors are briefed on individual assessments and outcomes as they arise on CPZs on private roads, and that assessments are completed within two months of notification of issues arising.
 - 4) To approve the approach detailed in Appendix 5 with regard to permit eligibility for new developments.
 - 5) To approve the approach outlined in Appendix 6 with regard to the Stadiums Review, aligning this with consideration of Phase 2 of the Review of Parking.
 - 6) To circulate an updated timeline for the Strategic review of Parking.
 - 7) To agree that the monitoring report set out in 5.2 should also include an update on engagement with traders/uptake of traders permits, feedback from local businesses, feedback from garage permits, other resident issues arising, and any lessons learned ahead of any decision on Phase 2.
- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

In accordance with Standing Order 22.12, Amendments 1 and 2 were adjusted and accepted as addenda to the motion.

In accordance with Standing Order 22.12, Amendment 2 was adjusted and accepted as an addendum to Amendment 1.

Voting

The voting was as follows:

For the motion (as adjusted)	-	4 votes
For Amendment 1 (as adjusted)	-	7 votes

(For the motion (as adjusted) – Councillors Arthur, Dijkstra-Downie, Faccenda and Lang.
For the amendment (as adjusted) – Councillors Aston, Bandel, Cowdy, Dobbin, McFarlane, Munro and O’Neill.)

Decision

To approve the following adjusted amendment by Councillor Aston:

- 1) To note the update provided on the implementation of the Strategic Review of Parking.
- 2) To approve the methodology and approach, set out in Appendix 1 to the report by the Executive Director of Place, for assessing the monitoring results for the western extent of Zone S6.
- 3) To note the information provided in Appendix 2 in response to an approved Council motion on Controlled Parking Zone anomalies; and to request that relevant ward councillors be briefed on individual assessments and outcomes as they arose on CPZs on private roads, and that assessments were normally completed within two months of notification of issues arising.
- 4) To approve the approach detailed in Appendix 5 with regard to permit eligibility for new developments.
- 5) To approve the approach outlined in Appendix 6 with regard to the Stadiums Review, aligning this with consideration of Phase 2 of the Review of Parking.
- 6) To circulate an updated timeline for the Strategic Review of Parking.
- 7) To welcome the work of officers in delivering the Strategic Review of Parking, which was the most wide-ranging reform of parking controls in the city since the original city centre zone was introduced, and to recognise the benefit that many residents who had experienced the impact of commuter parking pressures were already seeing on their streets.
- 8) To acknowledge however that in such a large undertaking, it was unavoidable that some anomalies and errors may creep in.
- 9) To agree therefore to request a report in three cycles to update on the implementation of all new phase 1 CPZs with a full audit of the new parking control measures. This should include how much total new length of double yellow lines and any other additional controls had been added broken down by:
 - improvements to accessibility;
 - improvements to connectivity (preventing double parking, etc.);

- improved access to utilities like bin hubs;
 - improvements to safety at junctions and other areas;
 - a full explanation of every stretch of controls that does not fit into the above list;
- and should include a list of measures which were set out in TROs but which had not been marked on roads and therefore not implemented.
- 10) To agree that detailed maps of all proposed new CPZ schemes would always be provided to ward councillors and community councils ahead of the promotion of the TROs relevant to them and to this committee when it was considering reports on progression to a TRO.
 - 11) To note the update contained in Appendix 2 and the legal obstacles to granting permits to households which were part of streets which were currently not adopted or were not adopted at the time of the promotion of the enabling TRO, and which therefore had not been included in the CPZ area in which they were located.
 - 12) To reiterate Council's recognition in the meeting of June 2023 that 'it is not fair that residents in these new developments should be concerned that they will be under disproportionate pressure from neighbouring streets if they are not included in the CPZ'.
 - 13) To acknowledge that until the legal process of extending parking controls to the two streets that were adopted within zone N6 was completed it could not be definitively concluded that controls would be implemented there.
 - 14) To agree therefore to ask officers to liaise with the Council's parking enforcement contractor with a view to ensuring that households in the affected streets in N6 would receive a parking dispensation: for instance being able to provide registration details for one car each to the contractor via the Council and that these nominated vehicles would face no penalty for parking in N6 CPZ permit holders' bays until the legal process of extending parking controls had been completed and an outcome determined.
 - 15) To agree that the monitoring report set out in paragraph 5.2 of the report should also include an update on engagement with traders/uptake of traders permits, feedback from local businesses, feedback from garage permits, other resident issues arising, and any lessons learned ahead of any decision on Phase 2.

(References – Act of Council No. 22 of 22 June 2023; report by the Executive Director of Place, submitted.)

12. Response to Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024

Approval was sought of the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024.

Motion

To approve the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024, set out in Appendix 1.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To approve the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024, set out in Appendix 1.
- 2) To give transparency as to how The Scheme Administrator will cover the cost of litter and clarity on the money being additional to local authorities, and paid directly to local authorities as opposed to being part of a block grant

- moved by Councillor O'Neill, seconded by Councillor Bandel

In accordance with Standing Order 22.12, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024, set out in Appendix 1 to the report by the Executive Director of Place.
- 2) To give transparency as to how The Scheme Administrator would cover the cost of litter and clarity on the money being additional to local authorities, and paid directly to local authorities as opposed to being part of a block grant.

(Reference – report by the Executive Director of Place, submitted.)

Declaration of interest

Councillor O'Neill made a transparency statement in respect of the above item of business as an employee of the MSP responsible for bringing the Circular Economy (Scotland) Bill in her role as minister.

13. Motion by Councillor Bandel – Greenbank-Meadows Quiet Route Consultation

The following motion by Councillor Bandel was submitted in terms of Standing Order 17:

“Committee:

- 1) Notes the contested decision of the Transport & Environment committee in June 2023 to separately readvertise the ETRO for the Greenbank-Meadows Quiet Route scheme whilst agreeing that the aims of the scheme should not be “diluted”.
- 2) Considers that the aim of the Quiet Route is about more than just facilitating safe cycling routes for residents and instead is about reducing traffic levels and making residential areas safer and quieter, in line with the Council target of reducing car km usage by 30% by 2030.

- 3) Therefore, notes with concern that multiple options put forward for consideration as part of the readvertised ETRO include the removal of modal filters which will reintroduce motor traffic into residential areas, including an option to wholly remove all filters in the southern section of the route, and considers that these proposals do “dilute” the scheme.
- 4) Recognises that whilst a workshop with ward Cllrs was held to discuss options, no consensus was reached about what options were appropriate to bring forward as part of the consultation, and notes with concern that some options – for example, to reopen sections of Whitehouse Loan to motor vehicles – were discussed when some Cllrs were not present owing to the workshop significantly overrunning.
- 5) Notes that whilst it is important and useful to bring in local knowledge via engagement with ward members, private officer-member workshops are neither democratic nor a decision-making body in the Council.
- 6) Reaffirms that Transport & Environment committee is the decision-making body for this matter and that the final option for the Quiet Route will be agreed at committee, following consideration of comments put forward by residents through the consultation process.
- 7) Encourages residents to participate in the consultation so that their views are heard.”

Motion

To approve the motion by Councillor Bandel.

- moved by Councillor Bandel, seconded by Councillor Burgess

Amendment

- 1) Notes the contested decision of the Transport & Environment committee in June 2023 to separately readvertise the ETRO for the Greenbank-Meadows Quiet Route scheme whilst agreeing that the aims of the scheme should not be “diluted”.
- 2) Reaffirms that Transport & Environment committee is the decision-making body for this matter and that the final option for the Quiet Route will be agreed at committee, following consideration of comments put forward by residents through the consultation process.
- 3) Encourages residents to participate in the consultation so that their views are heard.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Voting

The voting was as follows:

- | | | |
|-------------------|---|---------|
| For the motion | - | 4 votes |
| For the amendment | - | 6 votes |

(For the motion – Councillors Aston, Bandel, Burgess and McFarlane.

For amendment – Councillors Arthur, Cowdy, Dijkstra-Downie, Faccenda, Lang and Munro.)

Decision

To approve the amendment by Councillor Arthur.

14. Motion by Councillor Arthur - Bike Hire, Car Hire, and Congestion

The following motion by Councillor Arthur was submitted in terms of Standing Order 17:

- “1) Notes that in January 2023 the Transport & Environment Committee committed to considering operating a bike hire scheme as a concession with no direct cost to the city. Therefore agrees to receive an update on this issue no later than January 2024.
- 2) Agrees that any concession should be aligned with the City Mobility Plan.
- 3) Notes that Edinburgh’s Car Club contract is due for renewal in September 2024 and therefore requests an update no later than January 2024 on how any new service could be better aligned with the City Mobility Plan.
- 4) Notes and regrets the ongoing impact congestion is having on public transport in Edinburgh and agrees this is a barrier to modal shift.
- 5) Agrees to receive an update no later than February 2024 detailing the steps being taken, or are planned, to resolve the issue. This should be compatible with the Public Travel Action Plan and include consideration of (1) better co-ordination of roadworks and (2) operators co-funding capacity in the Urban Traffic Control Team.”

Decision

To approve the motion by Councillor Arthur.

Declaration of interest

Councillor Cowdy made a transparency statement in relation to the above item of business as a member of the Enterprise Car Club.

Work Programme

Transport and Environment Committee

16 November 2023

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
Public Utilities Annual Performance Report 2022/23	Annual update on the performance of public utilities	Routine	Gavin Brown	Place	16 November 2023
Motion by Councillor Lang – Travelling Safely	Report requested on 15.06.2023. A report on the Greenbank to Meadows element will be presented to Committee in January 2024	Executive	Daisy Narayanan	Place	16 November 2023
Petition – Gorgie Needs a Public Toilet	Action agreed by Committee on 17.08.2023 to report back within three cycles	Executive	Andy Williams	Place	16 November 2023
Hardie Inquiry Findings	Report outlining the findings of the Hardie Inquiry	Executive	Hannah Ross	Place	16 November 2023
Transport Asset Management Plan	Update report	Routine	Sean Gilchrist	Place	16 November 2023
Granton Waterfront – Investigation of Parking Controls Update	Follow on from previous report to Committee	Routine	Sat Patel	Place	16 November 2023
Public Access to Facilities in Council Buildings	Action from the Council on 22.06.2023 to provide an update on scoping of allowing public	Routine	Andy Williams	Place	16 November 2023

		access to facilities in the City Chambers and Waverley Court.				
	Communal Bin Review Update	Regular update	Routine	Andy Williams Karen Reeves	Place	16 November 2023
	George Street and First New Town – Update on Side Streets	Update	Executive or Routine	Daisy Narayanan	Place	16 November 2023
	Response to motion by Councillor Hyslop – Secure School Bike Storage	Referral from Education, Children and Families Committee, this report responds to a motion which was approved by the Council on 22 October 2022.	Routine	Daisy Narayanan Crawford McGhie	Place	16 November 2023
	Street Cleansing Performance Update	Bi-annual update. In November 2023, to include Response to motion by Councillor Cowdy – HWRC Booking System from 15.06.2023 and action from Committee on 14.09.2023 regarding protective equipment	Routine	Andy Williams	Place	16 November 2023 23 May 2024
	Prioritisation methodology for roads and infrastructure investment	Action from 15.09.2023	Routine	Sean Gilchrist	Place	16 November 2023
	Roads and Infrastructure Investment	Action from 15.09.2023 to quantify the impact of the two options proposing like-for-like carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements	Routine	Sean Gilchrist	Place	16 November 2023

	Response to consultation on outline strategic plan for Holyrood Park	Draft response to consultation by Historic Environment Scotland	Routine	Daisy Narayanan	Place	16 November 2023
	International Visit Update on Echarge4drivers workshop (September/October 2023)	Approved by Policy and Sustainability Committee in May 2023	Business Bulletin	Steven Murrell	Place	16 November 2023
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	16 November 2023
	Update on West Edinburgh Transport Improvement Programme	Consultation Update	Business Bulletin	Daisy Narayanan	Place	16 November 2023
	Bus Partnership Fund Update	Update on funding	Business Bulletin	Daisy Narayanan	Place	16 November 2023
	Traffic Orders	Update on traffic orders	Business Bulletin	Alison Coburn	Place	16 November 2023
	Motion by Councillor Bandel – Bike Buses	Request from the Council on 24 November 2022 for an update in 12 months with up to date numbers on active school bike buses in Edinburgh.	Update	Gavin Brown	Place	16 November 2023
	Update on Travelling Safely	Update on the following items (agreed by Committee on 17.08.2023): <ol style="list-style-type: none"> 1. Waverley/Calton Catalyst Area Project 2. Waverley Station Masterplan 3. Waterloo Place tour bus trial 	Update	Daisy Narayanan	Place	16 November 2023

		(all noted in Appendix 5)				
	Update on Equal Pavements Pledge and Street Furniture	Update requested on 17.08.2023	Update	Daisy Narayanan	Place	16 November 2023

11 January 2024

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Major Junctions Review	Update on procurement and resources plan for delivery	Executive	Gavin Brown	Place	11 January 2024
	Electric Vehicle Charging Procurement Strategy	Outlining the proposed procurement strategy for Electric Vehicle Charging	Executive	Gavin Brown	Place	11 January 2024
	Tram Project	Response to adjusted motion approved by the Council on 31.08.2023	Executive	Hannah Ross	Place	11 January 2024
	Motion by Councillor Lang – Travelling Safely	Report requested on 15.06.2023 - report on Greenbank to Meadows	Executive	Daisy Narayanan	Place	11 January 2024
	Annual Air Quality Update	Annual Update	Routine	Daisy Narayanan	Place	11 January 2024
	Update on implementation of phase 1 of Strategic Review of Parking	Requested on 15.09.2023	Routine	Gavin Brown	Place	11 January 2024
	Bike Hire, Car Hire and Congestion	Motion by Councillor Arthur on 15.09.2023 to update Committee no later than January 2024.	Routine	Daisy Narayanan Gavin Brown	Place	11 January 2024

	Tram Project	Response to motion by Councillor Mowat from the Council meeting on 31.08.2023	Routine	Hannah Ross	Place	11 January 2024
	Improvements at Portobello Junctions	Committee requested an update on actions no later than January 2024 (action from 15.06.2023)	Update	Gavin Brown	Place	11 January 2024
	Kirkliston Junction Reconfiguration	Update on the monitoring of traffic signal changes.	Business Bulletin	Mark Love	Place	11 January 2024
	School Travel Plan Update	Progress Update	Business Bulletin	Gavin Brown	Place	11 January 2024
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	11 January 2024
	School Travel Plan Review	Update on the School Travel Plan Review	Business Bulletin	Gavin Brown	Place	11 January 2024
	Traffic speed and volume survey results for East London Street	Follow up to report in October 2023	Business Bulletin	Gavin Brown	Place	11 January 2024

Future Plan

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	City Mobility Plan	First Review	Executive	Daisy Narayanan	Place	1 February 2024
	Circulation Plan	Circulation Plan	Executive	Daisy Narayanan	Place	1 February 2024
	Circulation Plan Action Plans	Circulation Plan associated	Executive	Daisy Narayanan	Place	1 February 2024

	<ul style="list-style-type: none"> • Active Travel • Air Quality • Parking • Public Transport • Road Safety 	action plans for Approval, including the Parking Action Plan (PAP to include update from October 2022 report to include review of parking bands (as requested by Committee on 18.05.2023) and on parking dispensations (as requested by Committee on 15.06.2023)				
	Rural Roads Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	1 February 2024
	20mph Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	1 February 2024
	Community Requirements for Supported Bus Services	Response to a motion from the Council on 30 June 2022 and following Business Bulletin Update on 18 May 2023	Executive	Daisy Narayanan	Place	1 February 2024
	On-Street Secure Cycle Parking Project	Action agreed by Committee on 18.05.2023	Executive	Daisy Narayanan	Place	1 February 2024
	Place – Financial Monitoring	Regular Update	Routine	Susan Hamilton	Place	1 February 2024
	Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Routine	Gavin Brown	Place	1 February 2024
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	1 February 2024

	Sciennes Primary School Playground	Update following conclusion of the statutory process for a permanent closure	Business Bulletin	Gavin Brown	Place	1 February 2024
	Update on Fair Fares Review	Action from Committee on 18 May 2023 to report back to Committee when the review has concluded	Update	Hannah Ross	Place	1 February 2024
	Workplace Parking Levy	Action from Committee on 02.03.2023 to complete the tasks set out in section 5 of the report with a view to public consultation being completed and the finding assessed by the end of February 2024.	Executive	Gareth Dixon	Place	7 March 2024
	Road Safety Delivery Plan 2024/25	Annual update	Executive	Gavin Brown	Place	7 March 2024
	Active Travel Investment Programme Update	Update on the active travel investment programme to include impact of costs for projects, such as George Street and FNT) as requested by Committee on 15.06.2023.	Executive	Daisy Narayanan	Place	7 March 2024
	Local Traffic Improvement Programme	Update on the creation of a Local Traffic Improvement Programme (formerly Neighbourhood Environment Programme (NEPs))	Executive	Gavin Brown	Place	7 March 2024
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	7 March 2024
	Motion by Councillor Staniforth –	Motion approved by the Council	Executive	Gavin Brown	Place	7 March 2024

	Updating the Taxicard Service	on 17 March 2022				
	Annual Update on Accessibility for Placemaking and Transport Projects	Annual Update, following report to Committee on 2 March 2023	Routine	Daisy Narayanan	Place	7 March 2024
	Transport ALEO Annual Update	Annual Update	Routine	Daisy Narayanan	Place	7 March 2024
	Mobility Analysis	Business Bulletin update requested on 17.08.2023 on progress with Smart Cities Strategies	Business Bulletin	Gavin Brown	Place	7 March 2024
	Petition to Pedestrianise Elm Row	Update on progress	Business Bulletin	Gavin Brown	Place	7 March 2024
	Neighbourhood Environmental Services Policies	Annual Update. Review of weeds policy to include the potential to accelerate phasing out of glyphosate and non-glyphosate approaches (action 15.09.2023)	Routine	Andy Williams	Place	23 May 2024
	Communal Bin Review	Including update on review of bin hub locations in phases 1, 2 and A to be reported to Committee (Action 18.05.2023)	Routine	Karen Reeves	Place	23 May 2024
	Update on flooding	Following update in May 2023, a further update will be prepared for Committee in May 2024.	Business Bulletin	Stephen Knox	Place	23 May 2024
	Kirkliston and Queensferry Traffic and Active Travel Study	Annual Update	Business Bulletin	Daisy Narayanan	Place	20 June 2024
	Pavement Parking on Leith Walk	Update on pavement parking on Leith Walk following completion	Business Bulletin	Gavin Brown	Place	20 June 2024

		of the tram works and the introduction of pavement parking enforcement powers (arising from a motion by Councillor Caldwell on 16.12.2022 and a Business Bulletin update on 18.05.2023).				
	Parking Contract	Action from Committee on 8 December 2022 to ensure that offices engage and brief group transport spokespeople during the process of tender and contract development for the new parking contract	Engagement	Gavin Brown	Place	By September 2024
	Update on Use of Glyphosate	Action from 15.09.2023 to report back to Committee in one year	Routine	Andy Williams	Place	September 2024
	Strategic Review of Parking – Abbeyhill Colonies	Action from Committee on 18.08.2022 to monitor and review, with public consultation, not later than 12 months after implementation of new parking restrictions. To report the findings back to Committee.	Executive	Gavin Brown	Place	Autumn 2024
	Annual Update on Car Kilometres	Annual Update	Business Bulletin	Kevin Hewie	Place	Autumn 2024
	Leith Connections Update	Update on monitoring post implementation of ETRO	Routine/ Business Bulletin	Daisy Narayanan	Place	Currently expected by March 2025
	Edinburgh Cycle Hire Scheme	Action from Committee on 2	Business	Daisy Narayanan	Place	To be confirmed

	Update	February 2023	Bulletin			
	Response to motion by Councillor McFarlane – Tollcross Clock	Action from the Council on 24 November 2022 and update on 17 August 2023	Routine	Daisy Narayanan	Place	The date will be confirmed following stakeholder engagement

Rolling Actions Log

Transport and Environment Committee

14 September 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	18-03-19	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would re-visit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	7 March 2024		An update is provided in the Business Bulletin for Committee on 12.10.2023 Previous update: 15 June 2023 .
2	28-03-19	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (referral from the North West Locality	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		This will form part of the development of the Circulation Plan Framework.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Committee)					
3	12-09-19	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2014		
4	05-12-19	Transport and Environment Committee Business Bulletin	To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		This will form part of the development of the Circulation Plan Framework.
5	05-12-19	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	20.06.2024		An update is included in the Business Bulletin on 15 June 2023 . Previous update 14 October 2021 ; 31

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							March 2022.
6	05-12-19	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2024		<u>Update May 2023</u> This will be reviewed again when the regulations for footway parking come into effect. Previous update - 31 March 2022. Committee agreed to keep this action open for a further update to be provided.
7	28-01-21	Strategic Review of Parking – Results Phase 1 Consultation and General Update	Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	December 2024		This will be incorporated into a future report on the Strategic Review of Parking by December 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
8	19-02-21	City Mobility Plan	Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		Update was provided to Committee in October 2021. Review cycle has review scheduled for Autumn 2023.
9	22-04-21	Business Bulletin – Climate Risk Assessment	To agree to provide a briefing note how on the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	24.10.2023		A number of updates on the Council's approach to Climate Change were reported to Policy and Sustainability Committee on 17 November 2022 . The next report on this is scheduled for Policy and Sustainability Committee in October-2023.
10	17-06-21	Petition for consideration - Pedestrianise Elm Row	To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		This will follow the extension of the tram line extension becoming operational. An update is included

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				h.gov.uk			in the Business Bulletin on 12.10.2023. Previous update: 31 March 2022 .
11	17-06-21	City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update	Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		It is proposed to report back to Committee on this project as part of a review of active travel investment.
12	17-06-21	Cammo Road – Trial Vehicle Prohibition (Road Closure)	Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2024		Previous Updates 3 November 2022 ; 20 April 2023 .
13	17-06-21	Funding Third Sector Delivery Partner:	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items	Executive Director of Place Lead Officer: Andy	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Changeworks Resources for Life	rather than throwing them out.	Williams andy.williams@edinburgh.gov.uk			
14	11-11-21	Active Travel Measures – Travelling Safely Updates	To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Early 2024		This will form part of the monitoring strategy for the Travelling Safely measures. Update report - 17.08.2023 .
15	27-01-22	Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update on the approach to School Travel Plans is included in the Road Safety Delivery Plan report on 12.10.2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		kindergarten zone					March 2023 ; 15 June 2023
16	27-01-22	Kirkliston Junction Reconfiguration	To note the intention to undertake journey time assessments before and after the implementation of the improvements works and agrees this comparison data should be made available to the Committee by way of a business bulletin update once available.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	11.01.2024		An update on this was included in the Business Bulletin on 15 June 2023 .
Page 45 7	Council 17-03-22	Motion by Councillor Douglas – Review of Stadium Parking (See agenda)	Extract of the motion: Calls for the next report from officers on the Strategic Review of Parking to include comment on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events, in advance of implementation of changes to car parking.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	Autumn 2024		<u>Update September 2023</u> Within the update on the Strategic Review of Parking in September 2023, it is proposed to progress this with Phase 2 of the Strategic Review. <u>Update May 2023</u> In progressing this in respect of events in stadiums, it has been

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							identified that this issue also affects other events in the city. Therefore, the report has been delayed until October 2023 to follow up on this.
18	31-03-22	Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda)	Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update on the approach to School Travel Plans is included in the Road Safety Delivery Plan report on 12.10.2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023
19	31.03.22	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side	To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at	Executive Director of Place Lead Officer: Daisy Narayanan	On-going		Previous updates: 14 September 2023 ; 2 March 2023 ; 6 October 2022

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Streets	<p>locations that were not on the public road network.</p> <p>To agree that an update report be provided to Committee in six months on the outcomes of the study.</p>	daisy.narayanan@edinburgh.gov.uk			
20	Council 30-06-22	<p>Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes</p> <p>(See agenda)</p>	<p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles detailing the subsidy required to restore a bus service to the Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought.</p> <p>Report on the short term options for improving access for the Dumbiedykes community to their essential services recognising their calls over many years for improved regular scheduled bus access.</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	01.02.2024		<p>This work will be progressed as part of the review of Supported Bus Services.</p> <p>Previous Updates: 17 August 2023; 18 May 2023; and 8 December 2022.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 48			Report to the Transport and Environment Committee in two cycles as per the decisions of committee on 27 February 2020, and contextualising this within a wider review of community requirements for supported bus services across Edinburgh, considering alternative models of provision including demand responsive transport and community transport noting recent schemes in the SEStran area, and providing financial information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals.				
	21 A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station (See Agenda)	To engage with Ward Members regarding the Petition on Station, Ratho Station. Executive Director of Place Lead officer: Lead Officer: Gavin Brown gavin.brown@edinbur	11.01.2024		An update on the approach to School Travel Plans is included in the Road Safety Delivery Plan

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gh.gov.uk			report on 12.10.2023.
21 B	08.12.22	Rolling Actions Log – action 29 (Station Road, Ratho Station)	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .
22	18.08.22	Updated Pedestrian Crossing Prioritisation 2022/23	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update on the Road Safety Delivery Plan is included on the agenda for Committee on 12.10.2023.

Page 49

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the next 12 months.				
			2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of the prioritisation plan to be reported in a future Business Bulletin update.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	May 2023		Closed May 2023 A Business Bulletin update is included on 18.05.2023.
23	18.08.22	Strategic Review of Parking – Results of Phase 1 Traffic Order	To agree that the process of monitoring and review within the Abbeyhill colonies should involve public consultation not later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area within the N6.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	Autumn 2024		
24	18.08.22	Evaluation of the 20mph Speed Limit Roll Out – Three Years Pose	To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not	Executive Director of Place Lead Officer: Daisy Narayanan	12.10.2023		This will be incorporated into reporting for the 20mph programme.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Implementation	adhere to the 20mph speed.	daisy.narayanan@edinburgh.gov.uk			
25	06.10.22	Cleaning Up Edinburgh – Motion by Councillor Whyte	1) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore, asks that Officers engage with Keep Scotland Beautiful to understand what lessons can be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. An update on this should be provided as part of the next street cleansing report, including previous initiatives to reduce coffee cup usage	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance Update report to Committee on 20.04.2023
			2) Agrees that officers should return to committee before the end of January with a business bulletin update on	Executive Director of Place Lead Officer: Andy Williams	16.11.2023		<u>Update April 2023</u> An update on this is included in the Street

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2.	andy.williams@edinburgh.gov.uk			Cleansing Performance report on 20.04.2023. However, it is anticipated that implementation will be from October 2023 onwards.
			3) Requests a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023.
			4) Includes in the report on possible improvement through additional resource for budget consideration the costs of improved enforcement resource around littering, fly-tipping	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	April 2023	Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks				
26	06.10.22	Asset transfer – Ex-City Development Assets	To request an update on the adoption or transfer of assets in 3 cycles.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	12.10.2023		Recommended for closure A briefing on this will be circulated in advance of Committee
27	06.10.22	Risk Based Approach to Road Safety Inspections - Update	To request a briefing within 3 cycles on how to tighten up the operational guidance	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	12.10.2023		Recommended for closure A briefing on this will be circulated in advance of Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
28	27.10.22 (Council)	Motion by Councillor Hyslop - School Bicycle Storage (See agenda)	Requests a report to be submitted to Education, Children and Families Committee, to be referred to Transport and Environment Committee within 3 cycles which outlines potential targets for increasing the uptake of cycling, scooting and skating to school in the City and strategies to meet them. The information to be detailed in the report was included in the approved motion.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		This will be reported to Education, Children and Families Committee and referred to Transport and Environment Committee. A report is expected to be presented to Education, Children and Families Committee on 07.11.2023, with onward referral to Committee.
29	24.11.22	Motion by Councillor McFarlane – Tollcross Clock	Extract of approved motion: Requests a report in three cycles with the information to be included in the approved motion.	Executive Director of Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	On-going		An update was included on the agenda for Committee on 17.08.2023 . A date to return to Committee will be added once the timeline for stakeholder engagement is

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							confirmed.
30	08.12.22	Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)	1) Notes continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update is included in the Road Safety Delivery Plan report on 12.10.2023
			2) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is conducted with a view towards increasing mitigations should evidence indicate that those are	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Closed June 2023 An update on this is included in the Business Bulletin on 15 June 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			needed.				
31	08.12.22	Draft Road Safety Action Plan – Delivering City Mobility Plan	Agrees that officers should provide a follow up members’ briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of ‘accident investigation and prevention’, ‘section 75s’, ‘school travel’, and ‘further speed reduction measures’ of appendix 2.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Recommended for closure This action has been superseded by the Road Safety Delivery Plan update on 12.10.2023
32	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		Recommended for closure This will be progressed for all School Travel Plans in future. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							June 2023.
33	02.02.23	Update on Council Transport Arms Length Companies	1) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk			This is being progressed with Lothian Buses for presentation to Committee.
			2) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		This will be followed up in preparation for the next annual update to Committee
34	02.02.23	Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling	1) Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	11.01.2024		Recommended for closure Funding has been secured from Sustrans to proceed with design of a replacement bridge

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 58			<p>instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2) Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure;</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>3) Therefore asks officers to submit a bid to Sustrans for a feasibility study and a detailed design which retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.</p> <p>4) Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>further report will be brought back to committee on options to agree the way ahead.</p> <p>5) Further notes that diversion works will be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting.</p>				
35	02.03.23	Strategic Business Case for an Edinburgh Workplace Parking Levy	1) Agrees to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these will be reported back to	Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk	14.09.2023		<p>Closed September 2023</p> <p>A report is included on the agenda for Committee on 14.09.2023.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Committee no later than September.				
			2) Agrees that the tasks set out in Section 5 of the report should be progressed with a view to a public consultation being completed and the finding assessed by the end of February 2024.	Executive Director of Place Lead Officer: Gareth Dixon Gareth.dixon@edinburgh.gov.uk	07.03.2024		
Page 61	02.03.23	Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging	1) That a further update will be provided to Committee prior to commencing procurement. That this update will provide reassurance that the procurement process will be robust and timescales sufficient to encourage the best possible range of providers to take part.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		
			2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			Closed September 2023 An update is provided in the Business

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				h.gov.uk			Bulletin on 14.09.2023
			3) Further updates on proactive action on misuse of EV bays including by parking attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during periods when attendants are off duty.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburg.h.gov.uk			Closed September 2023 An update is provided in the Business Bulletin on 14.09.2023
			4) Officers to explore additional areas for inclusion in a concession-type contract, such as lamppost charging where accessible and commercial charging for electric bus operators, and to engage with committee members to shape the contract scope	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburg.h.gov.uk	11.01.2024		
			5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the	Executive Director of Place Lead Officer: Gavin Brown	11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>following:</p> <ul style="list-style-type: none"> • Removal of the time limit for "fast" (AC 7 or 22 kW) charge points overnight, between 8pm - 8am, to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times. • Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes. • Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it is no longer rapid anymore – and calls for a further report regarding the implementation of this 	gavin.brown@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>approach.</p> <ul style="list-style-type: none"> Agrees that there should be no time limit on "fast" (7 kW AC Type 2) charge points at park and rides, but that rapid chargers at park and rides should have a time limit of 90-minutes with overstay penalties enforced. 				
87	20.04.23	Major Junctions Review Update	<p>1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing.</p>	<p>Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk</p>	11.01.2024		
			<p>2) To request an update via the Business Bulletin on the progress of junction design</p>	<p>Executive Director of Place Lead Officer: Gavin</p>	12.10.2023		Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			work by the October Committee.	Brown gavin.brown@edinburgh.gov.uk			An update is included in the Road Safety Delivery Plan report on 12.10.2023
38	20.04.23	Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24	<p>Extract from decision:</p> <p>1) To agree that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates.</p> <p>2) Requests a report within one cycle outlining the current proposed work programme of setted street repair for 2023/24, 2024/25, 2026/27, 2027/28 and 2028/29.</p> <p>3) The report to also include:</p> <ul style="list-style-type: none"> the current setted street policy as an appendix. The metrics used by officers to prioritise work on setted streets. The current annual budget allocation for setted street 	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	14.09.2023		<p>Closed September 2023</p> <p>Report on agenda on 14.09.2023.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			repair Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.				
			4) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.		16.11.2023		This will be incorporated within the TAMP report for Committee in November 2023
			5) Where possible, officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.				Closed September 2023 Report on agenda on 14.09.2023.
39	20.04.23	Motion by Councillor	Extract from motion with actions:	Executive Director of	01.02.2024		An update was

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 67		Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area • Improve the road and footway surface if this can be justified within existing policies and budgets. 	<p>Place Lead Officer: Gavin Brown</p> <p>gavin.brown@edinburgh.gov.uk</p>			included in the Business Bulletin for Committee on 17.08.2023 . A date for reporting back will be confirmed as soon as possible.
	40	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised and permanent alternatives are proposed and put in place as part</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan</p> <p>daisy.narayanan@edinburgh.gov.uk</p>	On-going	<p>These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.</p> <p>An update is included</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area.				in the Road Safety Delivery Plan report on 12.10.2023
41 Page 68	18.05.23	Secure On-Street Cycle Parking Project – Progress Report	1) To agree parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	01.02.2024		
			2) Welcomes that once Phase 2 of the scheme is complete it will be significant in scale and income and agrees that in the run-up to contract renewal a report should be brought to Committee which includes the option of bringing the service in-house.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 69			3) Report should also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.				
			4) Report by October 2023 to also provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded, and explore the possibility of lowering charges by insourcing the Secure On-Street Cycle Parking project.				
			5) Requests a report to the August committee detailing the methodology for the weighted ranking system that	Executive Director of Place Lead Officer: Daisy Narayanan	17 August 2023		Closed August 2023 This information is included in the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>is being used to determine prospective sites for secure on-street cycle parking. Requests that there is a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process.</p> <p>5) Furthermore, noting that there is little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, requests that work is done to establish whether provision can be improved in these areas in the current phase and to ensure that it will be in future phases.</p> <p>6) Requests that the report brings forward proactive proposals to increase awareness of the future roll-</p>	Daisy.narayanan@edinburgh.gov.uk			Business Bulletin for Committee on 17.08.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 71			out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of demand, especially in areas which are currently distant from existing units. These will include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels.				
	42	18.05.23	Communal Bin Review Update	Agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the Transport and Environment committee when available.	Executive Director of Place Lead officer: Karen Reeves Karen.reeves@edinbu	23.05.2024	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				rgh.gov.uk			
43	18.05.23	Response to Motion by Councillor Osler - Flooding	1) An update to be provided in the Business Bulletin in May 2024	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinbu.rgh.gov.uk	23.05.2024		
			2) Briefing requested for Inverleith ward members and other interested members on progress on Craigleith Basin	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinbu.rgh.gov.uk	07.08.2023		Closed September 2023 Information was circulated to ward Councillors on 07.08.2023.
			3) Notes the decision of committee in relation to report 7.4 on flooding in Kirkliston, and that a further report will come to committee on the option of using £200,000 of the additional £2m for a River Almond Flood Study.	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinbu.rgh.gov.uk	14.09.2023		Closed September 2023 This report is included on the agenda for Committee on 14.09.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
44	18.05.23	Under 22 Concessionary Travel on Trams	Agrees to receive an update once the Fair Fares Review has been concluded.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	01.02.2024		The Fair Fares Review is expected to conclude by the end of 2023. Officers will update Committee if any initial feedback is received.
45	18.05.23	Waste and Cleansing Service Policy Assurance Statement	1) approves a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer / elected member workshop which should consider: <p>a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and,</p> <p>b) options and associated costs for expanding the criteria for the positioning of litter bins.</p>	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	12.10.2023		Recommended for closure This workshop took place on 25.08.2023, with the outcome due to be reported to Committee in October 2023.
			2) agrees the outcome of this	Executive Director of	12.10.2023		Recommended for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			workshop should be reported to a future meeting of the Transport & Environment committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.	Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk			closure This report is included on the agenda on 12.10.2023
46 Page 74	18.05.23	Motion by Councillor Meagher – Accidents in the ‘Joppa Triangle’	1) The June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area, and likely implementation schedule.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Closed June 2023 A Business Bulletin update is provided on 15 June 2023
			2) Notes the decision by the committee at its meeting on 8 December to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue. Notes that it remains unclear whether these road safety measures were implemented at the time and asks for this action to be carried out	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	31.12.2023		An update was provided in the Business Bulletin on 15 June 2023 . This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. If more than six objections are

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			immediately as soon as possible if it has not been completed yet.				received, these will be reported to Licensing Sub-Committee.
47	15.06.23	Rolling Actions Log	1) To agree to circulate the management agreement to committee members and ward councillors in relation to Action 11 – Wardie Bay Beach – Response to Motion.	Executive Director of Place Lead officer: Steven Cuthill Steven.cuthill@edinburgh.gov.uk	31.12.2023		The legal agreements for each landowner are currently being drafted.
			2) To note a briefing note to be circulated in relation to Action 57 (Motion by Councillor Cowdy – Better Buses for Ratho) with an update on progress.	Executive Director of Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	23 June 2023		Closed September 2023 This action was addressed in a report to Committee on 17.08.2023
48	15.06.23	Business Bulletin	1) To request an update on bike racks at Steads Place.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14.09.2023		Closed September 2023 This is included in the Business Bulletin for Committee on 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To confirm whether complaints were still being received regarding the design of the new crossings along the tram extension route	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14.09.2023		Closed September 2023 This is included in the Business Bulletin for Committee on 14.09.2023
			3) To agree to hold a members workshop on school travel plans and school street projects, including considerations of whether they could be dealt with in conjunction with each other and to agree that the Education Children and Families Committee be involved in any reviews.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update is included in the Road Safety Delivery Plan report on 12.10.2023
49	15.06.23	Response to motion by Councillor Mowat – West Edinburgh Parking	1) To consider formalising the process of member consultation and committee approval for parking dispensation	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Dispensation	arrangements as part of the parking action plan.	gh.gov.uk			
			2) To circulate data on the extended parking zones	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	12.10.2023		
50	15.06.23	George Street and First New Town – Operational Plan and Project Update	1) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To agree that dialogue on licensed taxi access for people with disabilities should continue and that any related decisions should be paused until an update was provided to Committee at its September meeting. Agree discussions should draw on the experiences of disabled people accessing similar streets and areas elsewhere in the UK.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	On-going		An update is included in the Business Bulletin on 12.10.2023
			3) To agree to continue to explore how the plan could deliver genuine priority for pedestrians, wheelers and cyclists while also ensuring accessibility for disabled people and to present results to Committee prior to final approval of the plans.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
51	15.06.23	Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road	1) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update is included in the Road Safety Delivery Plan report on 12.10.2023
			2) To request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		An update is included in the Road Safety Delivery Plan report on 12.10.2023
			3) To agree that this additional work (1) should not delay the overall	Executive Director of Place Lead Officer: Gavin	11.01.2024		An update is included in the Road Safety Delivery Plan report on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2). To agree that an update on (1) & (2) should be provided to Committee no later than January 2024	Brown gavin.brown@edinburgh.gov.uk			12.10.2023
80 82	15.06.23	Maintenance of Footways and Cycleways	1) To request that, as part of the work on the September 2023 report on weed control, officers review, update and enhance: a) the information available online with respect to the Council's approach to weed control; (b) the mechanism by which residents can report street and footway weeds or opt for local	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	12.10.2023		Recommended for closure This was included in the report to Committee on 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 81			stewardship.				
			2) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	On-going		An update will be provided on this action in November 2023
			3) To circulate a list of areas where Glyphosate would not be used,	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	14.09.2023		Closed September 2023 This is included in the Phased Reduction in Use of Glyphosate report on 14.09.2023
53	15.06.23	Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road	1) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	16.11.2023		Depending on any objections received, an update will follow a report to Licensing Sub-Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	31.10.2023		
			3) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	30.09.2023		
			4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate and legal officers, to discuss	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	30.09.2023		A response from the Council's Legal Services team has been provided following examination of the Parent Council's legal advice.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 83			<p>outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.</p> <p>To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.</p>				
	54	15.06.23	Motion by Councillor Lang – Travelling Safely Schemes	1) To agree to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, to agree to set apart from the ETRO process the following	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>schemes which elicited the most negative feedback in the original consultation, namely:</p> <p>a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers were asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to Committee.</p> <p>b) Comiston Road; to agree to ask officers to work with local councillors to consider adjustments to the scheme to address</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.</p> <p>c) Silverknowes Road North; to request that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.</p> <p>d) Silverknowes Road South, to agree that officers should return to committee with a report on options to:</p> <p>a) amend the current arrangement to address ongoing residents' concerns</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 86			and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.				
			2) To agree that a report on this work should be provided to Committee no later than November 2023.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		
55	15.06.23	Motion by Councillor Cowdy – HWRC Booking System	To agree that the next Communal Bin Update report (November 2023) should include a concise note on any impact the HWRC Booking System had on recycling and staff wellbeing.	Executive Director of Place Lead officer: Andy Williams	16.11.2023		
56	17.08.23	Petition to the CEC	1) To agree to receive a report	Executive Director of	12.10.2023		Recommended for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Transport and Environment Committee - East London Street	<p>within two cycles considering the issues raised by the petitioners and Committee, the Lothian Buses response, and the following issues:</p> <ul style="list-style-type: none"> • that East London Street was a residential, setted street on the edge of the World Heritage Site that had for the duration of the Trams to Newhaven works been used as a traffic diversion for the rest of Leith Walk. In practice, this meant years of heavy vehicle usage which led to a severe deterioration of the setts; • that properties in the area were primarily single glazed due to heritage restrictions and therefore the noise from motor vehicle traffic could be excessive, to the extent that residents had 	<p>Place</p> <p>Lead officer: Daisy Narayanan</p> <p>Daisy.narayanan@edinburgh.gov.uk</p>			<p>closure</p> <p>A report is included on the agenda on 12.10.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>been unable to sleep or use rooms that faced into the street due to the noise disruption;</p> <ul style="list-style-type: none"> that the road condition further exacerbated this issue due to reverberation and bangs caused by the road surface, and that with the pace of works in current CEC Setted Street Policy it was unlikely to be resurfaced for some time, without an intervention of the Council. 				
			<p>2) To request that the report recommended an appropriate course of action, such as:</p> <ul style="list-style-type: none"> an updated traffic volume and speed survey to be undertaken on East London Street to provide an accurate summary of 	<p>Lead officer: Daisy Narayanan</p> <p>Daisy.narayanan@edinburgh.gov.uk</p>	12.10.2023		<p>Recommended for closure</p> <p>A report is included on the agenda on 12.10.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>daytime and nighttime traffic levels;</p> <ul style="list-style-type: none"> atmospheric pollution monitoring on East London Street; Transport and Environment Convener engagement with Lothian Buses to explore options for reducing the number of off-service buses further than the reductions achieved thus far; and clarification of the Trams to Newhaven Project's responsibility for reinstatements and other possible routes to fund capital works to fix the sets on East London Street, including the estimated costs for work on this street, and the option of matching London Street, 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 90			retaining the setts in car parking spaces but tarmacking the central carriageway and the possibility of exploring appropriate traffic calming measures.				
			3) To request Lothian Buses provided the polices and guidance given to drivers on speed limits and how they were circulated.	Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	12.10.2023		Recommended for closure A report is included on the agenda on 12.10.2023
57	17.08.23	Petition to the CEC Transport and Environment Committee - Public Toilets	1) To agree to receive a report within three cycles considering the issues raised by the petitioners and recommending an appropriate course of action, taking into account the following points: <ul style="list-style-type: none"> that to facilitate the development of the Haymarket Yards, the 	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>Council sold the land on which the public conveniences at Morrison Street sat to the developer and a burden was put on the title that any development on this land would provide replacement public conveniences; this was not just a contractual agreement but formed a burden registered in the Land Register of Scotland against the land; such a burden would be made known to a prospective purchaser at the time of sale via a property search.</p> <ul style="list-style-type: none"> • that to date this burden had not been enforced and that legal advice should taken to update Committee on potential options as this may provide a means for 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>reintroducing public conveniences in the area; and</p> <ul style="list-style-type: none"> that the Council owned little or no commercial property in the central area of Gorgie-Dalry, where the public toilets previously were on Ardmillan Terrace, other than Gorgie City Farm, and that Edinburgh Voluntary Organisations Council (EVOC) was currently managing a process to find a sustainable community-led future for the Farm. 				
			<p>2) To request that the report recommended an appropriate course of action, such as:</p> <ul style="list-style-type: none"> exploring with EVOC whether provision of 	<p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinbu</p>	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>publicly available and accessible toilet facilities could be included in that sustainable future and whether provision of it could form a requirement of a future lease agreement; and</p> <ul style="list-style-type: none"> exploring other potentially suitable sites and identification of any capital funding for a new public toilet building as part of the emerging Gorgie-Dalry 20-minute neighbourhood project. 	rgh.gov.uk			
			3) To request the report also included whether the Council could enforce businesses to allow use of their toilet facilities and whether developer contributions could be used for public toilets.	<p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p>	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
58	17.08.23	Response to motion by Councillor McFarlane – Tollcross Clock	To request a briefing note on the impact on safe routes to schools.	Executive Director of Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	16.11.2023		
59	17.08.23	Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road	1) To note an extensive monitoring and evaluation plan was in place as part of the ETRO process for the Travelling Safely programme and that this would include further monitoring of this area.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	N/A		Noted.
			2) To provide an update before the end of 2023 on the likely delivery schedule of the: <ul style="list-style-type: none"> • Waverley/Calton Catalyst Area Project • Waverley Station Masterplan 		16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> Waterloo Place tour bus trial 				
60	17.08.23	Response to motion by Councillor Bandel – Mobility Analysis	To provide a Business Bulletin Update by March 2024 on any progress made in developing new pedestrian, cycle, and bus priority strategies.	Executive Director of Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	07.03.2024		
Page 95	17.08.23	Response to motion by Councillor Cowdy – Better Buses for Ratho	1) To request ongoing concise updates to each Transport and Environment Committee via the Business Bulletin on current arrangements in Ratho and ongoing work to review, improve and retender.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	07.03.2024		Previous updates: 14 September 2023
			2) To reiterate the direction given in the motion approved as amended at the 18 May 2023 Committee, namely:		25.01.2024		Previous updates: 14 September 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> that a PIN notice is issued to explore alternative provision prior to any formal procurement process, including examining whether input from officers with expertise in procurement can be utilised; and that officers explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena. 				
			3) To further request that full use be made of the large amount of valuable work that had been done by the Ratho Bus Working Group, which includes analysis of all supported bus routes operated by McGills (20,		25.01.2024		This is included in the information for the review.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 97			63 and 68), in producing this procurement process.				
			4) To note the review and retendering process for existing and any new supported services was envisaged to be complete by the end of 2023, with an award of new contacts in January 2024; to recognise the importance of adhering to this timeframe given the ongoing concerns over supported services; and to agree that officers should inform the Committee and relevant ward councillors at the earliest possible stage if this timetable would not be achieved.		25.01.2024		Committee will be kept updated through the Committee Business Bulletin and an update will be provided if the proposed timetable is not achievable. Previous updates: 14 September 2023
			5) To request monthly Business Bulletin updates at future Committee meetings with the next one		07.03.2024		Previous updates: 14 September 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			outlining delivery milestones.				
62	17.08.23	Motion by Councillor Lang - Reducing the Impact of Utility Works	1) Agrees that officers should explore all avenues with Transport Scotland and the Scottish Government, either to maximise the use of existing legal powers or to seek additional powers like those now used elsewhere, to ensure Edinburgh and other councils have the broadest range of mechanisms to reduce the impact of utility works.	Executive Director of Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	16.11.2023		
			2) Agrees that the outcome of this investigation work should be reported back to committee through the business bulletin.		16.11.2023		
63	17.08.23	Motion by Councillor O'Neill - Reinforcing the Equal	1) To reaffirm the Committee's support for the Equal Pavements	Executive Director of Place	31.12.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 99		Pavements Pledge	Pledge and to inform the Accessible Streets Roundtable Discussion Forum of this, requesting it consider including the Pledge in its draft terms of reference and the following points (available here)	Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk			
			2) To request a brief update before the end of 2023 on the 'Equal Pavements Pledge' and 'Street Furniture' motions.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	31.12.2023		
64	17.08.23	Motion by Councillor Bandel - Staff Resourcing for the City Mobility Plan	1) To request officers to provide all political groups with information detailing the investment in staffing needed to deliver the City Mobility Plan 2021-2030 on time for consideration as part of the Council's 2024/25 budget setting process by October. This	Executive Director of Place Lead officers: Gareth Barwell – Gareth.barwell@edinburgh.gov.uk Peter Watton –	31.12.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 100			<p>should include information about how roles should be prioritised for investment / recruitment, taking into account the sustainable transport hierarchy.</p> <p>To ask that any such delays were quantified in the briefing. (delays referred to in full decision here)</p>	Peter.watton@edinburgh.gov.uk			
			2) To request that the briefing covered staffing in all of the Transport and Environment Committee remit and explained how the profile had changed since 2017.		31.12.2023		
65	14.09.23	Work Programme	1) To request a business bulletin update for the next meeting on Burnside Bridge.	<p>Executive Director of Place</p> <p>Lead officer: Stephen Knox</p> <p>Stephen.knox@edinbu</p>	12.10.2023		<p>Recommended for closure</p> <p>This update is included in the Business Bulletin on 12.10.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 96 101				rgh.gov.uk			
			2) To request a business bulletin update on the George Street and First New Town Consultation.	Executive Director of Place Lead officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	12.10.2023		Recommended for closure This update is included in the Business Bulletin on 12.10.2023
	14.09.23	Business Bulletin	1) To request an update on how many service hours were lost to incorrectly parked vehicles on the tram route.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			This action will be updated for Committee in November
			2) To confirm the timescale for completion of signalling works on the tram route.	Executive Director of Place Lead officer: Hannah Ross			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				hannah.ross@edinburgh.gov.uk			
67	14.09.23	Edinburgh Workplace Parking Levy	Agrees therefore that the annual progress towards the target of a 30% reduction in car kilometres by 2030 will be reported on an annual basis in the Annual Performance Report to the Policy and Sustainability Committee, with the figure for the last reporting year to have concluded to be included in the next Transport and Environment Committee Business Bulletin.	Executive Director of Place Lead officer: Kevin Hewie kevin.hewie@edinburgh.gov.uk			Recommended for closure An update is provided in the Business Bulletin on 12.10.2023 and this has been added to the work programme for Autumn 2024.
68	14.09.23	Roads and Transport Infrastructure Investment	Requests a report in advance of the 24/25 Council Budget to quantify the impact of the two options proposing like-for-like carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements	Executive Director of Place Lead officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
69	14.09.23	Phased Reduction in Use of Glyphosate	1) Committee explores an accelerated timescale for the phasing out of glyphosate use for the control of weeds on our roads, carriageways, pavements and hardstanding areas prior to 2026 with a plan to be included in the Environmental Services Policy Assurance review in Spring 2024, this review to explore non-glyphosate approaches to controlling and eradicating invasive weeds (as listed in 4.9).	Executive Director of Place	Spring 2024		
			2) Notes the 2018 case of Dwayne Johnson, the US greenkeeper who won a landmark legal case against the manufacturer with the jury ruling that the manufacturer's glyphosate product had caused his	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			terminal cancer, and requests a report back, within one cycle, on the protective equipment that Council workers and any contractors are required to use while spraying.				
			3) Agrees that officers should prepare and circulate a short briefing to Edinburgh's Community Councils with details on the procedure and process for involvement in the glyphosate-free trial areas.	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	16.11.2023		
			4) Requests a progress update [on the phase out] to come back to Committee in one year's time.	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	September 2024		
			5) To agree the Convener would write to SEPA to	Convener Lead officer: Alastair			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			request any information they hold on water quality and	Roden alistair.rod@edinburgh.gov.uk			
			6) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.	Convener Lead officer: Alastair Roden alistair.rod@edinburgh.gov.uk			
20	14.09.23	Strategic Review of Parking: Progress Update	1) Agrees therefore to request a report in three cycles to update on the implementation of all new phase 1 CPZs with a full audit of the new parking control measures. This should include, how much total new length of double yellow lines and any other additional controls have been added broken down by:	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 106			<ul style="list-style-type: none"> • improvements to accessibility; • improvements to connectivity (preventing double parking, etc.); • improved access to utilities like bin hubs; • improvements to safety at junctions and other areas; • a full explanation of every stretch of controls that does not fit into the above list; <p>and should include a list of measures which were set out in TROs but which have not been marked on roads and therefore not been implemented.</p>				
			2) Also agrees that detailed maps of all proposed new CPZ schemes will always be provided to ward	Executive Director of Place Lead officer: Gavin	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 107			councillors and community councils ahead of the promotion of the TROs relevant to them and to this committee when it is considering reports on progression to a TRO.	Brown gavin.brown@edinburgh.gov.uk			
			3) Agrees therefore to ask officers to liaise with the Council's parking enforcement contractor with a view to ensuring that households in the affected streets in N6 will receive a parking dispensation: for instance being able to provide registration details for one car each to the contractor via the Council and that these nominated vehicles will face no penalty for parking in N6 CPZ permit holders' bays until the legal process of extending parking controls has been	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			completed and an outcome determined.				
			4) Agrees that the monitoring report set out in 5.2 should also include an update on engagement with traders/uptake of traders permits, feedback from local businesses, feedback from garage permits, other resident issues arising, and any lessons learned ahead of any decision on Phase 2.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			
			5) To circulate an updated timeline for the Strategic review of Parking.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			
71	31.08.23 (Council meeting)	Motion by Councillor Mowat - Tram Project	A report to Transport and Environment Committee in 3 cycles detailing:	Executive Director of Place Lead officer: Hannah	11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ol style="list-style-type: none"> 1) To which Committee the outstanding defects will be reported; and how completion of these and tracking who is responsible for their remedy will be monitored, and who is picking up the bill; 2) Outstanding snagging and defect resolution of footways, cycleways, and the public realm; 3) An inspection of roads used by traffic carried because of tram diversions – what is their condition, is restoration needed; if so, who will pay for this and when the work is to be programmed; 4) The report schedule for the above matters to be considered by Committee. 	Ross hannha.ross@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			5) Requests that the report Requested in 3) also includes an inspection from the Road Signage and Markings teams to ensure said street layouts outwith TTN's direct scope reflect the new layout, changed traffic levels and any Loading/Parking changes.				
170	31.08.23 (Council meeting)	Motion by Councillor Rae - Illegal Parking Disrupting Tram Operations	Agrees that officers will urgently investigate the costings associated with procuring the use of one or more suitable vehicles to allow uplift of illegally or irresponsibly parked vehicles obstructing tram lines, to determine the value in providing this service during tram operational hours, notes that Council Officers hope to have a trial solution prior to the current enforcement contract expiring. Notes that this solution will	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	14.09.2023		Recommended for closure A report is included on the agenda for Committee on 12.10.2023 Previous update: 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			require additional funding, resources and training – none of which has been allocated.				
			Agrees that Transport spokespeople and Leith and Leith Walk councillors will be provided a written briefing note from parking officers within the next month outlining progress to resolve this issue, and, given the public concern, agrees that a written briefing should be forwarded to all Councillors in a form that can be shared with residents.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Recommended for closure A report is included on the agenda for Committee on 12.10.2023 Previous update: 14.09.2023
			Agrees to receive a report to the October meeting of Transport and Environment Committee outlining progress to resolve this issue, and considering all the proposals outlined at paragraph 7) above which have not already been considered as part of the parking enforcement update to September TEC, including any	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Recommended for closure A report is included on the agenda for Committee on 12.10.2023 Previous update: 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 112			<p>associated costs, and equalities impact assessments for physical interventions to ensure that pedestrians are not disadvantaged by any interventions, in addition to consideration of whether the council's Parking Enforcement Protocol needs to be further updated to address this issue, and identifies whether further powers are required beyond the suite of enforcement options already available and considers whether it is necessary to write to the UK Government asking them to bring forward legislation to create a new road traffic offence of blocking a tramway with a parked vehicle. This report should be considered alongside the results of the formal monitoring of parking along Leith Walk due at the next Transport and Environment Committee, so as to allow committee an</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 113			<p>objective overview of the scale of the issue and types of locations where parking issues appear most prevalent; That an update on new potential loading bay provision is included in this report.</p>				
			<p>Agrees the Transport Convenor will write to Scottish Ministers requesting that powers to set penalty charge notices, powers to use CCTV installed on trams for enforcement, and powers to allow local authorities to use mobile phone footage submitted by the public for enforcement, should all be devolved to local authorities.</p>	<p>Convenor Lead officer: Alastair Roden Alastair.rodin@edinburgh.gov.uk</p>			
73	31.08.23 (Council meeting)	Motion by Councillor Day - Heart of Midlothian Football Club	1) Agrees that Council officers work with officials from Heart of Midlothian Football Club to celebrate the 'Maroon Mile' which runs from the iconic war memorial at Haymarket to	Executive Director of Place	12.10.2023		<p>Recommended for closure</p> <p>An update is included in the papers for Committee on 12.10.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 114			Tynecastle Park and arrange a programme of engagement and activities in recognition of this milestone including opportunities for people to develop traditional and digital skills, and an oral history project to capture the intangible heritage of Gorgie and Dalry.				
			2) Calls for a report to the Transport and Environment Committee in one cycle to provide a detailed breakdown of this engagement and also how the Maroon Mile can integrate with and complement the work of the Gorgie/Dalry 20 Minute Neighbourhood project and foster inclusion within the Gorgie/Dalry community of marginalised	Executive Director of Place	12.10.2023		<p>Recommended for closure</p> <p>An update is included in the papers for Committee on 12.10.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			groups.				
			3) The report should provide detail on works surrounding the Heart of Midlothian War Memorial at Haymarket, including any barriers to the works being completed in time for this year's Haymarket Remembrance Service, with input from planning officers if required.	Executive Director of Place	12.10.2023		Recommended for closure An update is included in the papers for Committee on 12.10.2023

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Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill</p>	<p>Alison Coburn Operations Manager</p> <p>Rachel Gentleman Committee Services</p> <p>Carolanne Eyre Committee Services</p>

Recent news	Contact for further information
<p>Trams to Newhaven Project</p> <p>Hard landscaping works are now completed at Blenheim Place, Elm Row and Bernard / Baltic Street.</p> <p>A programme of snagging and defect resolution is underway along the route, which includes the cycleway on Leith Walk. These are scheduled to be completed by the end of October 2023.</p> <p>Soft landscaping, including the planting of trees and grass will take place during October / November 2023 as part of planting season. This includes trees and shrubs being planted in planters on Leith Walk and Constitution Street.</p> <p>A formal handover plan for the ongoing administration of the project is being finalised and will be presented to the project board in November 2023.</p> <p>The project won the award for best project over EUR 50 million at this year's Global Light Rail Awards.</p>	<p>Hannah Ross</p> <p>Wards Affected:</p> <p>11 – City Centre 12 – Leith Walk 13 – Leith</p>
<p>Supported Bus Services Review</p> <p>On 7 September 2023, a workshop was held with Community Councils, Councillors and bus operators to discuss supported bus services in the west of the city.</p>	<p>Stuart Lowrie</p> <p>Wards Affected:</p> <p>1 – Almond</p>

<p>This included discussions on existing connectivity and their aspirations for the future of the network. The workshop also covered initial network concepts for future services.</p> <p>19 people (including Council officers and representatives from Jacobs) attended.</p> <p>The key discussion points included:</p> <ul style="list-style-type: none"> • Some positive feedback on the initial network concepts, but some challenges too; • The desire of Ratho residents to have a direct service to/from the City Centre; • Services are not reliable or frequent enough, nor do they have enough operating hours (particularly in the evening); • There are some important connections, particularly to Health Services, which need to be retained; and • The success of future services will depend on services being reliable and at times to suit, and therefore building resident confidence in services. <p>Development of the procurement Prior Information Notice (PIN) is underway. Engagement with operators continues and a workshop will be held with interested parties once expressions of interest are received.</p>	<p>2 – Pentland Hills</p>
<p>Petition to Pedestrianise Elm Row</p> <p>Following on from the previous update to Committee in March 2022, the Trams to Newhaven works at Elm Row were completed on 29 September 2023, including removing all of the fencing and opening the footways and new parking areas.</p> <p>Now that this work is completed, officers will begin to work with businesses and residents in the area to investigate options to pedestrianise Elm Row at least one day per week.</p>	<p>Gavin Brown</p> <p>Wards Affected: 12 – Leith Walk</p>
<p>George Street and First New Town Public Realm Project</p> <p>On 15 June 2023, Committee approved all aspects of the latest design and operational plan proposals for George Street with the exception of taxi access for disabled people outside of the exemption window.</p> <p>In response, a specialist accessibility team has been commissioned to undertake a detailed accessibility audit.</p>	<p>Daisy Narayanan</p> <p>Wards Affected: 11 – City Centre</p>

This team has established a George Street Accessibility Forum which includes representatives from Edinburgh Access Panel, RNIB, Sight Scotland, Mobility and Access Committee for Scotland (MACS), Disability Equality Scotland and the local Community Council.

The inaugural meeting of the Forum took place on 5 September 2023, with a site visit to George Street for Forum members due to take place at the end October.

Initial feedback from Forum members and New Town Broughton Community Council have highlighted concerns relating to any restricted access for disabled users who require taxi access to George Street. Additionally, Essential Edinburgh and the George Street Association continue to express opposition to restrictions on taxi and licensed private hire car access for all users.

An assessment of the approaches that other UK cities have adopted to provide access for disabled people to traffic-restricted streets has been undertaken. The report highlights a wide variety of methods, for example, Bath City do allow controlled access to restricted streets for taxis carrying disabled passengers while other cities like of Glasgow do not.

The accessibility specialists are currently preparing an Equalities Impact Assessment (EQIA) and the Accessibility Forum will continue to help inform the conclusion of the assessment. The EQIA will complement the Council's Integrated Impact Assessment.

Ground Penetrating Radar

A detailed Ground Penetrating Radar (GPR) survey was undertaken by Atkins Consultants and a specialist sub-contractor in June 2023. The survey identifies the location and depth of major utilities and other underground features including basements. Due to the presence of onsite temporary food and beverage structures and illegally parked cars during the initial survey, some residual survey work will be undertaken later this year. In addition, during Q1 2024 trial pits/ground cores will also be taken to establish ground conditions. These investigation and survey results will be used to finalise the detailed technical design and determine the required utility diversion works. Initial survey results have identified the location of numerous basements which will be further investigated during the Stage 4 design process.

Interconnected Streets

Detailed plans for Frederick Street, North Hanover and North Castle Streets are nearing completion. The plans have been developed from the current concept design for the George Street and First New Town area and will provide an updated proposal relating to parking, bus stops, loading and servicing, taxi ranks, pedestrian crossings and walking, wheeling, cycling improvements. The plans will be subject to local resident and business engagement prior to a final recommendation being presented to Committee in early 2024.

Hostile Vehicle Mitigation

Discussions continue with relevant Council officers and Police Scotland to finalise Hostile Vehicle Mitigation plans for George Street. Recommendations will be presented to Committee at the earliest opportunity.

CEC Recovery Ltd

CEC Recovery Ltd is a non-operational arms length external company of the Council which is retained for legal reasons. The company has a sole Director, which to date has been Hugh Dunn. On Hugh's retiral at the end of September, the sole Director is now Paul Lawrence.

[Kevin McKee](#)

Wards Affected: All

Stenhouse Mill Lane Footbridge ("Burnside Bridge") – Update on reopening

In February 2023, Committee received an [update](#) on Stenhouse Mill Lane Footbridge.

Since February, following site visits and design, a contract for the repairs has been produced, which will include work to the abutments where scour is present, repointing of the abutment wall, infill concrete to the Southwest corner, rebuilding of the Southwest corner wall, and installation of a new GRP bridge deck. Approval from SEPA has also been requested, and received.

Officers are aware of the local historic importance of the 'longstone'; the original bridge abutment still in place adjacent to the current bridge. It is a requirement of the contract that this is protected at all times during the works.

Next Steps

The contract will be tendered in October, then based on contractor availability and flow conditions in the

[Stephen Knox](#)

[Blair Cooney](#)

Wards Affected:

7 - Sighthill/Gorgie

watercourse, it is expected that the works will commence in January 2024, and will last three weeks. Following this, the bridge will be reopened. Officers are mindful of the importance of this bridge to the community and so this timeline will be accelerated if conditions allow.

Further updates will be provided to Ward Councillors and the local community when the contract has been awarded, and again when works are due to commence on site.

Lindsay Road / Rainbow Bridge – Successful Sustrans Funding Application

Lindsay Road Bridge was closed in December 2021 due to the condition of the bridge and the resulting immediate health and safety risk. A previous [report](#) to Committee in February 2023 provides details of the background to this project.

Sustrans Application

Officers produced a feasibility study, which formed part of an application to Sustrans for the funding for the design of a replacement bridge deck, which was submitted in July 2023. To allow the application to be considered by Sustrans within the 2023/24 financial year, this proposal was submitted as a change control request to the existing, adjacent Leith Connections Phase 3 Project (Hawthornvale to Seafield route). This application has now been approved by Sustrans and £232,700 has been granted for options development and the design of Lindsay Road Bridge.

Next Steps

The Council will appoint a Designer to progress the design of the new structure. Different options for the new bridge will be considered and Stakeholder and Community Engagement will be carried out to ensure a suitable design is progressed. This will commence next month and is expected to be completed in approximately one year. The safety risk from the existing, deteriorated structure remains and it is now unfeasible to undertake the necessary utility diversions required for demolition of the bridge deck before winter, and so this risk will increase. A review is now underway to determine how this risk can be mitigated, and Officers will provide further updates to Ward Councillors and Committee.

[Stephen Knox](#)

Wards Affected:

13 – Leith

Once the design stage is completed, officers intend to apply to Sustrans for 70% of the construction funding required for the new structure.

Although construction funding is not yet confirmed, given the positive outcome of the design funding application to Sustrans, this work will now progress and a further report will be brought back to Committee when required.

Local Traffic Improvement Programme (Previously known as the Neighbourhood Environment Programme – NEPs)

Building on the previous Neighbourhood Environment Programme, officers will shortly begin preparing a draft programme for local traffic improvement schemes. Once the draft programme has been prepared, it will be shared with Elected Members for comment.

The development of a new Local Traffic Improvement Programme is intended to address mobility challenges for our most vulnerable road users, factored to support investment in areas of multiple deprivation.

It is expected the programme will be developed by the end of this calendar year and, subject to feedback from Elected Members and Committee approval, could operational in early 2024.

The current available capital budget is in the region of £700,000.

[Dave Sinclair](#)

Wards Affected: All

Annual traffic kilometers by cars and Taxis in Edinburgh

The Department for Transport released its annual traffic statistics for 2022 at the end of July 2023. The most recent data for Edinburgh shows an increase in traffic between 2021 and 2022, though these are still lower than the baseline year of 2019, before the Covid-19 pandemic. An update on the City Mobility Plan and its key performance indicators is scheduled for February 2024.

The data is shown in the table below.

[Kevin Hewie](#)

Wards Affected: All

The city has a well-connected and sustainable transport and active travel network

	2019	2020	2021	2022	Target
Annual traffic kilometres by cars and taxis in Edinburgh	2,457M	1,817M	2,051M	2,293M	30% reduction by 2030

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

St James Quarter – Introduction of an Experimental Traffic Regulation Order

Executive/routine
Wards

Executive
11 – City Centre

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee approve the commencement of the statutory procedures for an Experimental Traffic Regulation Order (ETRO) as detailed in Appendix 3.

Paul Lawrence

Executive Director of Place

Contact: David Cooper, Head of Development and Regeneration

E-mail: David.cooper@edinburgh.gov.uk | Tel: 0131 529 6233

St James Quarter – Introduction of an Experimental Traffic Regulation Order

2. Executive Summary

- 2.1 This report seeks approval to commence the statutory procedures to make an Experimental Traffic Regulation Order (ETRO), necessitated by the St James Quarter regeneration project as described in this report.

3. Background

- 3.1 The road works in and around the St James Quarter that were funded by the Growth Accelerator Model (GAM) Agreement and delivered by the developer, Nuveen, were completed in June 2023. The development necessitated that these roads be re-aligned, reprofiled and resurfaced.
- 3.2 During the execution of the works there was a Temporary Traffic Regulation Order (TTRO) in place for the purpose of enabling construction work. The TTRO will end on completion of the fitting out of the W Hotel and residential units within the development.
- 3.3 The road works have all now been completed and the final section was handed over in June 2023.

4. Main report

- 4.1 Following completion of the road works and in preparation for the completion of the W Hotel and residential units, there is a technical matter to resolve in terms of permitting vehicles to enter the Elder Street in order to gain access to St James Square without detrimentally impacting road safety and both pedestrian and cyclist enjoyment of the area of public realm (for further context please refer to Appendix 1).
- 4.2 The Council has been actively liaising with the developer to establish whether vehicles could be safely permitted in the Square, with access control required at the head of Elder Street to provide this safely.

Simulation Exercise

- 4.3 The developer arranged a “simulation” drive through of the Square with both taxis and executive coaches with Council officers and advisors present. On conclusion of this, the Council highlighted that it was willing to consider controlled access to the Square, conditional on the developer satisfactorily addressing the observations arising from the simulation exercise. The observations being, that the square is designed primarily as a pedestrian environment and that there is limited room available for vehicular movements without giving rise to conflict with pedestrians and cyclists. The developer was advised that careful consideration needed to be given to the size of vehicles permitted to enter the square, the number of vehicles that could be in the square at any one time, and the arrangements that would need to be in place to safely manage the square in the interests of all users.
- 4.4 A proposal for a controlled entry point using mechanical bollards with a limit of two taxis in the Square at any one time or one executive coach has now been received. The bollards would be operated in line with an agreed Standard Operating Procedure (SOP) (Appendix 4). Council officers are supportive of this proposal subject to specific conditions being complied with.

Experimental Traffic Regulation Order (ETRO)

- 4.5 To understand fully the effect of enabling vehicle access through Elder Street (South) to St James Square, it is proposed to promote an ETRO, covering Elder Street (South) (providing vehicular access to the new St James Square) to enable the developer and the Council to understand the impacts of this.
- 4.6 The SOP for managing and controlling vehicles into the Square has now been received. This, and the underpinning risk assessment, are considered by Council officers to be comprehensive.

5. Next Steps

- 5.1 If the recommendations are approved, the Council will commence the legal procedures required to make the ETRO and will endeavour to make this effective before the W Hotel opens in November 2023. It is accepted that this may not be practicable; and
- 5.2 The effectiveness of the ETRO will be monitored using the management suite in the St James Quarter, which includes multiple CCTV cameras specifically covering the Square. An initial review will take place two months after the W Hotel opens, followed by another review four months later (for details for the proposed monitoring please refer to Appendix 2).

6. Financial impact

- 6.1 The capital works have been funded through a GAM Agreement that enabled the St James Quarter regeneration. This includes the cost of preparing the necessary drawings to support the ETRO.
- 6.2 Typical costs associated with the statutory procedures to make the necessary orders are estimated at £12,000 to £15,000 per package.

7. Equality and Poverty Impact

- 7.1 Statutory consultation will be carried out as part of the legal ETRO process. This will give any interested parties the opportunity to submit formally any comments or objections to the promoted orders to the Council.
- 7.2 Extensive stakeholder engagement and public information events were held as part of the planning process for the St James Quarter, consequently there is an awareness of the planned changes which will assist in the statutory consultation.

8. Climate and Nature Emergency Implications

- 8.1 None.

9. Risk, policy, compliance, governance and community impact

- 9.1 Significant consultation was undertaken with the community around the changes to the Picardy Place junction and surrounding streets to inform the final design that has been implemented. Statutory consultation will be carried out as part of the ETRO procedures.
- 9.2 The developer has prepared a comprehensive risk assessment demonstrating that permitting vehicles to enter the Square would not result in a safety risk to pedestrians and cyclists.
- 9.3 The developer also provided a comprehensive SOP on 4 September 2023. If the Committee approves this report's recommendations, it may not be practicable to promote the ETRO and make the order before the W hotel opens. In this instance, the bollards at the head of Elder Street will remain in an 'up' position (except for access for maintenance and emergency vehicles) until such time that the ETRO is effective.

10. Background reading/external references

- 10.1 None

11. Appendices

- 11.1 Appendix 1: Controlled vehicular access to service W Hotel.
- 11.2 Appendix 2: ETRO – monitoring the effectiveness of the Order.
- 11.3 Appendix 3: Proposed amendments to traffic and Redetermination Orders.
- 11.4 Appendix 4: Standard Operating Procedure.
- 11.5 Appendix 5: Drawings.

Appendix 1: Controlled vehicular access to service W Hotel

The Developer is seeking the Council's endorsement to allow taxis and executive coaches ('permitted vehicles') into the Square to service patrons who are resident in the W Hotel, which main entrance fronts onto the Square. This provision is in addition to the access afforded from the St James Quarter's extensive underground car park.

The discussions over whether to allow permitted vehicles into the Square have been extensive, with the Council consistently maintaining the position that the Developer is required to demonstrate that it would be both safe and legally enforceable to control vehicular access to the Square.

The Developer in their submission on 21st December 2021 titled 'Access to SJS – Final' stated the following:

'St James Square will be a lively space between Leith Street and Elder Street which will include the principal entrance to the new 5-star W Hotel, outside seating areas, the refurbished listed building at 27-31 James Craig Walk with hotel rooms on the upper levels and shops/restaurants on the lower levels, and the residential tenement building.

The square has been designed to be principally a pedestrian space and an area where people can sit and linger. There will be a pedestrian and cycle route between Leith St and Elder St, and it is also a designated route for emergency vehicles. The finishes are appropriate for a high-quality public area with granite paving throughout the square and roads.'

The principal and consistent concern of the Council and of Jacobs was for the Developer to demonstrate that, in accepting that vehicles can enter the Square, this would not result in a safety risk to pedestrians and cyclists passing through or dwelling in the Square.

The onus rested with the Developer to produce the justification, which was proving difficult to do based on a desktop exercise alone. The Council and Developer agreed that the most practical way to overcome the impasse was to undertake a vehicle simulation in the Square.

Due to construction delays the Square was not sufficiently completed to allow the drive through simulation to occur until 28th July 2022, approximately one year after the St James Quarter opened for trading.

The outcome of the simulation exercise was that, subject to certain conditions being satisfactorily addressed, the Council officers were willing to support limited vehicular access to the Square. The requirements that the Developer was requested to satisfactorily address were notified to the Developer on 16 August 2022.

A workshop occurred on 19 January 2023, following which the Developer issued a qualified response to the queries raised in August 2022, and promoting the adoption of an Experimental Traffic Regulation Order (ETRO).

This response was reviewed by the Council and Jacobs, and further feedback was provided to the Developer. It was proposed to limit access to two taxis at any one time in the Square. If an executive coach requires access, there should be no other vehicles in the Square.

This was followed by various exchanges culminating in Council officers on 31 March 2023 authorising notifying the Developer that they would, in principle, support promoting an ETRO, subject to the Developer providing a detailed vehicle management plan (*which is subsequently referred to as a Standard Operating Procedure [‘SOP’]*) combined with a strict monitoring and review process in place.

It was made clear to the Developer that acceptance of their proposals was conditional on the Transport and Environment Committee’s endorsement, with the original intention being to take the matter to the 15 June 2023 Committee meeting.

The objective was to secure the Committee’s authorisation to commencing the statutory processes to allow all the traffic orders to be made and effective before the W Hotel opened in November 2023.

Unfortunately, an acceptable SOP was not available until 4 September 2023, and the earliest available Committee meeting was 12 October 2023.

If the proposals are agreed by Committee, the further challenge remains that processing the ETRO for access to the Square may not be made and effective before the W Hotel opens. In these circumstances, given the concerns over the potential conflict between pedestrians, cyclists, and vehicles, the proposed position is that until the ETRO is effective, vehicles requiring access to the W Hotel should not be permitted into the Square.

Prior to the ETRO coming into effect the Council and St James Quarter’s Centre Management Team will develop a detailed scope for the monitoring of the activities within the Square with a process for recording any ‘near misses’ etc. As part of this discussion, the parameters will be agreed as to determining the success or not of the ETRO.

A secondary but important issue is the escalation steps to be taken by the Centre Management Team should either a licensed taxi, private hire vehicle or executive coach fail to comply with the SOP requirements. Liaison will take place with the Council’s Licensing service to establish the measures that can be taken to sanction the offending driver and whether or their access to the Square can be banned.

Supplementary Information

Once the conveyancing process is completed the Council will take title to the Square (but not the buildings beneath it) with the area being long leased back to the Developer. The Council, as Landlord, has the right under the lease to approve activities that fall outside the Permitted Use, which is primarily for hosting events.

Based on external legal advice, vehicular access to the Square is not a Permitted Use, consequently the Developer, as Tenant, will need to seek the Council’s permission for this use. This consent will be granted on the condition of ongoing compliance with the SOP. As such, should the ETRO be agreed and the subsequently convert into a TRO, the Council (as Landlord) will retain a level of control over how the Square is managed.

In addition, the maintenance of the square will be the responsibility of the Developer and not at cost to the Council.

Appendix 2: ETRO – monitoring the effectiveness of the Order

The St James Quarter is covered by an extensive number of cameras, with the CCTV installation recorded and monitored in their 24/7 Centre Management suite. The Developer have advised that there are 18 cameras covering the Square and its approach routes.

Prior to the W Hotel opening SWECO ('the Developer's Representative') and Jacobs, representing the Council, will agree a detailed methodology for measuring and assessing the effectiveness of the standard operating procedure ('SOP') to allow an opinion to be formed as to whether controlled access to the Square can be made permanent or not.

To remove subjectivity from determining whether the ETRO is deemed to be a success or not, the consultants, in consultation with both the Developer and the Council, will pre-agree the empirical thresholds on which the various measurements of success will be judged.

The anticipation is that monitoring will cover, but not limited to, the following factors:

1. Compliance with the numbers of vehicles in the Square at any one time (i.e., only two taxis or one executive coach).
2. Tracking of the permitted vehicles within the following the designated circulation route.
3. Manoeuvring of vehicles at the entrance to the W Hotel to ascertain whether there is any encroachment into the pedestrian desire lines for either entering or exiting the St James Quarter at both Level 3 and 4.
4. Recording pedestrian flows and headcounts, including identification of their desire lines both into and out of the mall and through the Square, including the approaches from James Craig Walk and Elder Street.
5. Review of the Centre Management Team's records of any recorded accidents and 'near misses' within the Square.
6. The extent of the vehicles queuing at the bollards at the head of Elder Street, assessing the effectiveness of the management of the vehicles' access into the Square.
7. The management of vehicles which have been denied access to the Square, assessing the effectiveness of the manoeuvre with specific reference any encroachment onto the pedestrian's and cyclists' routes.
8. Liaise with the local residents to seek their views on the impact of the taxis' operation to ascertain any specific impact on access to their properties.
9. If during the period of monitoring there is an event held in the Square, review the effectiveness of the W Hotel relying on the use of the underground car park only.

To achieve the above the following data will need to be recorded and reviewed:

- Number of vehicles entering the Square
- Number of rejected vehicles
- Queue lengths on Elder Street
- Pedestrian volumes in the Square
- Cycle volumes in the Square
- Record of any accidents or near misses

- Record of times/dates if the bollards fail
- Watch CCTV of how rejected vehicles are handled
- Watch CCTV of how vehicles traverse the Square), checking how close vehicles interact with stationary objects, pedestrians, and cyclists

With respect to the selection of the specific days and times when the CCTV recordings will be monitored, these will be randomly selected by the Council's representative thereby ensuring impartiality of the measurements.

In the case of recorded incidents within the Square, including near misses, whatever the cause these are to be forwarded to the Council's representative with 48 hours of the incident occurring.

It is proposed that two months following the ETRO becoming effective a detailed review of the Square's operation a joint review should be undertaken by the Developer's and Council's representatives to assess the effectiveness of the SOP. If there is a positive outcome to the review, with minor Council improvement notices being requested to the SOP, vehicular access should continue with a further review four months later.

If it becomes apparent that the findings of the monitoring demonstrate the pre-agreed empirical measurement thresholds are not being met, despite implementation of reasonable Council improvement notices, the ETRO should be suspended with the permitted vehicles being banned from the Square.

[Note: At the time of preparing the methodology and the resultant data collection, cognisance of the Data Protection Act 2018 will be taken to verify compliance with this legislation.]

Appendix 3: Proposed ETRO

Elder Street (part only – southern section above the bus station entrance), St James Square, James Craig Walk, St James Place (part only – running from the tram electrical substation to the junction with Little King Street), Little King Street, and Cathedral Lane

General

To respond to the creation of St James Square ('the Square') at the head of Elder Street there will be a controlled motor vehicles access for taxis and private hire vehicles to service the W Hotel along with both emergency and maintenance vehicles requiring access to or through the Square.

As explained in the main report, Elder Street (South) the proposed changes to the existing traffic regulations will be affected by an Experimental Traffic Regulation Order (ETRO) which will convert to a permanent order in 18 months subject to the ongoing monitoring positively demonstrates that vehicles, pedestrians, and cyclists can safely share the space in the Square.

Cyclists will be permitted to cross the Square in both directions using a dedicated shared space for pedestrians, cyclists and emergency vehicles directly linking Elder Street and James Craig Walk.

There will be provision within the long lease of the Square for the Developer to hold events within the Square, subject to securing the necessary statutory consents and permits. When such events are held all but emergency vehicles those servicing the event will not be permitted into the Square. This vehicle prohibition will be affected by a Temporary Traffic Regulation Order (TTRO).

St James Quarter
Vehicular access St James Square
(SOPVA - 001)



Document Control Sheet

Vehicular access St James Square (SOPV - 001)		
Client Name: SJQ	Name and Address: St James Quarter, Edinburgh	
Contract Start date:	Issue No: 001	Date SOP review due: 26/06/2023

Record of Revisions

Version No.	Date	Revised b	Description
1.0	26/05/2023	GR/JW/FB	Document Creation
1.1	9/06/2023	FB	Modification. Inclusion of vehicle as a weapon and streamlined per threat tier
1.3	16/06/2023	NH/AR/FB	Review of the draft. Comments regarding the ETRO, spelling typo corrections, conversations around signage, risk around the clearance of vehicles on the square as well as 3D item on the

			square to lead the vehicles and mitigate risks of conflict between pedestrian and vehicular access
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Document Ownership

If there are any amendments or suggested changes to this document, please contact the following personnel:

Document Owner:	Site Security Manager	Graham Roach
Authorised By:	Operations Director	Franck Bruyere

It is the responsibility of each Standard Operating Procedure owner to update their folder upon notification of any authorised plan change from the document owner.

Below highlight personnel where copies of the Standard Operating Procedure folder reside:

Location of Document

Location	Owner of Folder	Sign-Off
Main Control room	Graham Roach	
Management office	Franck Bruyère	

SOP Summary

Each Standard Operating Procedure (SOP) has a dedicated title and number that provides a process of information to all members of the SJQ team that will allow them during their operational duties to deal with an incident that is covered by that dedicated SOP.

1. The Task

Establishing the rules for vehicular access to St James Square and mitigate risk or harm to people and building/fabric.

1.1 Purpose of the task

Experimental Traffic Regulation Order (ETRO) to allow taxis access to St James Square to serve the new W Hotel. St James Square is private land with access required via Elder Street which is managed by CEC.

Mitigation of VBIEDs that can carry any quantity of explosives to a target and cause a great deal of damage. The device can be delivered at a time of the terrorist's choosing with reasonable precision (depending on defences). It can be detonated from a safe distance using a timer or remote control or can be detonated in situ by a suicide bomber.

Mitigation of any risk for a vehicle to be used as a weapon (HVM) onto any building surrounding the square as well as any pedestrian crowd formed onto the square.

Mitigation of any risk or harm to pedestrians/cyclists dwelling on the square at any given time.

Mitigation of any risk or harm during planned event on St James Square.

This document is to ensure that everyone involved in Security operations understands the strategy with managing the vehicular access to St James Square.

St James Quarter Control Room Emergency Phone Number 0131 290 1111.

1.2 Location of the task

St James Square

1.3 Timings

Can occur 24hrs per day, 7-day week and 365 days per year.

1.4 Safety

- **It is important to remember that any decision will be dictated by the main principle of always keeping all persons safe and by extension ensuring that we always provide a safe environment.**

- Guest Safety Ambassador Control Room staff and Guest Ambassadors operating at SJQ are Security Industry Authority (SIA) licenced individuals and have undergone additional Counter Terrorism awareness (ACT) Training
- Additional National Protective Security Authority (NPSA) Responding to Terrorist Incidents Control Room Operators Course has been undertaken by Control Room Operators as well as the Service Yard Manager
- The banksman and doorman involved in the task will receive the necessary certification and appropriate training as part of the induction programme to fully deliver the tasks in a safe manner ahead of being tasked in location. The training will be required to be kept on file and subject to regular audits by the security team of SJQ
- All team members should remain calm when dealing with the situation and adhere to any additional instructions provided by the main control room or alternatively the Police Service.
- SJQ Control/W Hotel associates/Guest Safety Ambassadors are to refuse access to any vehicles that are not authorised to enter the area.
- The number of vehicles on the square at any given time will not exceed the following.

Either 2 x Taxi (or private hire vehicle) or 1 x Executive Minibus

- Identity of the driver must be checked before entry is permitted, upon the threat raising above substantial, Identification is to be confirmed via visual sight of officially recognised documents.

1.5 Supporting Documents and Equipment

- Pocket notebook
- Incident report
- Eva
- BWC
- Radio and DOR log
- Hi-Viz Clothing
- Vehicle Search mirror
- Voyage Control
- Data station
- Permit system
- Control Room Log
- Assignment Instructions
- Emergency Response Manual
- SOP's linked by cause and effect
- Any other intelligence report provided by security partners and Police Scotland

1.6 Roles and responsibilities

- Senior duty manager: Centre management team, Director, or Manager
- Duty security manager: Security DM on the day
- Main control room coordinator: Security team member operating within the control room including control leader.
- Security: Croma Vigilant Guest Safety Ambassadors
- W hotel staff: Duty Manager/ Director/ Door person/Banksman

1.7 Responsibilities

- Manage and control the safe access of vehicles (Taxis only) onto St James Square whilst protecting pedestrian/cyclists for the purpose of the drop off at the entrance of the W Hotel.
- To ensure their own safety as well as the safety of others
- Ensure suitable LUX levels are maintained throughout to facilitate safe operation of entry, exit and movement within St James Square for all users. A LUX survey will be undertaken to demonstrate this, the result of which will be shared with City of Edinburgh Council.
- Proactive and regular engagement with all taxi operators who are expected to use St James Square, including but not restricted to black cabs, private hire, and Uber. The purpose of this is to educate drivers on the operating procedures for accessing St James Square. Any subsequent changes in operation will be conveyed as required.
- To ensure they comply with the escalation procedures stated in this SOP
- Completing reports: The team members must complete detailed reports of any incidents and provide statements to the Police on their request.
- Have knowledge of and understand Body Worn Camera (BWC) usage SOP
- Have knowledge of and understand Vehicle Borne Improvised Explosive Device (VBIED) – Recognising the Threat Standard Operating Procedure for St James Quarter (SOP-004)
- Have knowledge of and understand Vehicle Search Standard Operating Procedure for St James Quarter (SOP-007)
- Have knowledge of and understand Bomb Threat & Device Threat Internal Standard Operating Procedure for St James Quarter (SOP-001B)
- Have sight of Dealing with Threats Poster (Appendix A) located in back of house (BOH) areas
- Arrange formal reviews of the operation of St James Square at 2 and 6 months after opening of vehicle access, to be attended by W-Hotel, City of Edinburgh Council, Nuveen, and others from St James Quarter as required. Key issues for discussion are to be identified in advance, along with the provision of data capture to support any evaluation. Reviews should correlate with ETRO monitoring requirements.

1.8. Procedures

Checklist	Standard Operating Procedures: Hostile Vehicle Mitigation Bollards
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Generic Instruction	Local Instruction	Responsibility	✓
<p>1. The vehicular access strategy to St James Square will be handled by collaboratively by both W Hotel and SJQ Security Team</p>		All	
<p>2. Elder Street</p>	<ul style="list-style-type: none"> • Signage to include restricted access to only authorised vehicles. • CCTV cameras monitoring Elder Street and entrance to St James Square • A Banksman schedule will be implemented initially at all times based on the festive season and expected highest footfall. Data collection and analysis will then follow for a review during the low season (January 2024) to refine the needs for permanent banksman versus operation from W hotel door person remotely. Some periods have already been identified are permanent such as check in times, evenings and tourist seasons, festival times. • Regular Guest Safety Ambassador patrols by SJQ wider strategy is extended to this area. • Hammerhead will be monitored and managed to allow denied access vehicles to turn around and drive off northbound of Elder Street • The waiting taxis will be monitored in location and ensured that taxis (or private hire vehicle) are not using the Elder street as a taxi rank blocking the access to booked vehicles or vehicles waiting to drop off guests arriving to the hotel. This will also be reviewed as part of the exercise in January 2024. 	SDM / DM/ W Hotel Door Person /Team Leader/CCTV Operator/Guest Safety Ambassador/ Banks person	
<p>3. Access monitoring and management. SJQ is operating on the preventative strategy for U.K threat levels Low-Substantial, no</p>	<ul style="list-style-type: none"> • No more than two taxis or one executive minibus will be permitted access into St James Square at any one time. 	SDM / DM/ W Hotel Door Person / W hotel Security team /	

<p>known additional threat reported by the police.</p>	<ul style="list-style-type: none"> • The W Hotel doorman will monitor what is happening in the Square and will have responsibility for calling upon the Banks person if required. • Vehicles will not be permitted to encroach past the 3m wide 'pedestrian and cycle path' on the Western side of St James Square (demarcated by the slot drain). In the eventuality of a vehicle breaching such rule, the doorman or the banksman will be expected to immediately address the issue and resolve here and then. A verbal warning will be provided to the driver and incident log to be filled in for historical record. Escalation of reoccurring instances will be addressed directly with taxi management company and will be reported to the City Council. This could lead to refusal of access for the specific driver/vehicle after a repeated offense and formal letter will be issued as a record. These records will be kept electronically on the tool used by either the banksman or door person for immediate checkpoint and accurate response. • In the case of a minibus no other access of vehicle will be allowed bollards will be raised and banksman will be required to safely direct the turning. • Large coaches will not be permitted access into St James Square. • In the case of a limousine no other access of vehicle will be allowed bollards will be raised and banksman will be required to safely direct the turning, similar to the requirements of executive minibus. • All the above as well as pedestrian volumes, desire lines and interaction with taxis in St James Square will be monitored via constant communication between banksman, Doorman, Control room and W Hotel via radio to allow constant logging onto the DOR. <p>The two sets of bollards will be activated separately and should only be used for the purpose of either ingress or egress and according to actual need of vehicles coming to or egressing from St James Square. The bollards will be controlled so as not to allow vehicles to enter and exit the Square simultaneously. When safe to do so, priority will be given to vehicles looking to exit the Square. This will reduce the risk of conflict between vehicles, pedestrians, and cyclists in the bollard control area.</p>	<p>Team Leader/CCTV Operator/Guest Safety Ambassador/Banks person</p>
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	<ul style="list-style-type: none"> • Control room of SJQ will be monitoring via CCTV the traffic onto the St James Square 24/7 • If safety concerns are raised by any of the Bankman or Door Person or the Control room the consent to allow taxis in the Square should be postponed accordingly to the situation empowerment given to the Banksman to deny entry. • A minimum of 4 face to face checkpoints daily with the team on shift will be carried out by the security team leader or security duty manager on shift to ensure that the banksman and the door person are abiding to the rules above. The checkpoint should occur at the beginning of each shift or at any time of change of personnel (for break purposes for example) to ensure that the team members are fully briefed. • A constant monitoring from CCTV controller will be in place with a static image onto the CCTV wall. • Suspicious activities should be immediately reported to control, monitored, and acted upon immediately. • DM/SDM contacts the Police if concern is confirmed. • Hostile Vehicle Mitigation Bollards are by default in the up position and lowered down as required and for authorised access as per the above rules and reinstated in the up position immediately after the vehicle/s have been permitted access to avoid back tailing activity. • Any unauthorised vehicle must be directed away from the area with the assistance of a banksman if required using the Hammerhead for turn around. If a vehicle or vehicles are waiting behind the unauthorised vehicle, they will be asked to move back under the guidance of the banksman, to create space for the unauthorised vehicle to access the turning head. 		
<p>4. Access monitoring and management.</p> <p>SJQ is operating on the preventative strategy</p>	<ul style="list-style-type: none"> • Same as above for threat level up to substantial with eh addition of the below: 	SDM / DM/ W Hotel Door Person / W hotel	

<p>for U.K threat level Severe, no known additional threat reported by the police.</p>	<ul style="list-style-type: none"> • Daily brief between security team of SJQ / Reception or concierge team of W hotel to take place on the morning and reservation recap to be shared as well as any expected other authorised vehicles for the day. • The banks person will be required to be present 24/7 to monitor access of vehicles at all times and positioned at the bollards on top of Elder street and back and forth to the hammerhead when required. • The banks person will be equipped with a Body Worn Camera (BWC) and expected to activate it during each encounter. • Drivers Identification are confirmed via visual sight of officially recognised documentation by the banks' person. 	<p>Security team / Team Leader/CCTV Operator/Guest Safety Ambassador/ Banks person</p>	
<p>5. Access monitoring and management.</p> <p>SJQ is operating on the preventative strategy for U.K threat level Critical no known additional threat reported by the police.</p>	<ul style="list-style-type: none"> • Same as above for threat level up to substantial with the addition of the below: • No more than one vehicle will be permitted access into St James Square at any one time. • The banks person will be equipped with a high viz vest. • Any access to the Square will require authentication and pre booked or of whether a pre booked taxi from the hotel concierge / reception team or after checking that a genuine reservation has been made to the hotel by the passengers. The banksman will be required to communicate with the doorperson to ensure that reservation is genuine and receive the green light to allow the vehicle to enter the square. • A guest safety ambassador in high viz will be dispatched in addition to the banks person to allow swifter operation and operation always delivered in pair for increased safety of all team members. • A visual search of the vehicle is carried out as well as a search underneath of the vehicle using the search mirror (SOP-007) by the banks person. • A log of all vehicles turned away will be established. 	<p>SDM / DM/ W Hotel Door Person / W hotel Security team / Team Leader/CCTV Operator/Guest Safety Ambassador/ Banks person</p>	

<p>6. Known additional threat reported by the police to SJQ.</p>	<ul style="list-style-type: none"> • Advice will be taken from Police Scotland Counter Terrorism Security Advisors (CTSAs) on the strategy to be taken • Immediate communication will be activated with the senior management of the W hotel to agree steps to be activated collaboratively with the SJQ DM/SDM 	<p>SDM / DM/ W Hotel Door Person / W hotel Security team / Team Leader/CCT V Operator/G uest Safety Ambassado r/ Banks person</p>	
<p>7. Planned event taking place on St James Square</p>	<ul style="list-style-type: none"> • The W hotel reception/concierge team or security team will be engaging with the security team of SJQ via email: dutymanagers@stjamesquarter.com to inform of the expected higher footfall on a specific date and times at least 10 working days in advance. • SJQ senior security team will be reviewing the requirements alongside the Operations services manager and Operations and Sustainability Director and will agree a suitable date to review in details the requirements of the events and any need for ceasing traffic or not. • Once reviewed any requirement to re direct traffic away from the square (if required) will activate a full contra flow procedure and a SOP will be agreed alongside resources to ensure that signage, vehicle movements, pedestrian traffic, cyclist traffic, alternative drop off areas, etc... are reviewed and organised in a safe manner during set up, event and de rig. An event management plan and associated SOP will be prepared and agreed with The City of Edinburgh Council will in advance of the event, identifying any requirement for a Temporary Traffic Regulation Order, along with associated content. 	<p>SDM / DM/ W Hotel Door Person / W hotel Security team / Team Leader/CCT V Operator/G uest Safety Ambassado r/ Banks person</p>	
<p>8. A package is found next to the bollards</p>	<ul style="list-style-type: none"> • HOT protocol is carried out and Bomb Threat & Device Threat Internal • Standard Operating Procedure (SOP-001B) is followed 	<p>SDM / DM/ W Hotel Door Person / W hotel Security team / Team Leader/CCT</p>	

		V Operator/G uest Safety Ambassado r/ Banks person	
9. Bollards fail to operate	<ul style="list-style-type: none"> • If failure occurs, SJQ Technical Team is to be notified immediately and attend for repair. • If one set of bollards is still operating, a banksman will require to be dispatched until repair has been carried out and alternative way of traffic will be put in place with accurate signage. In this case, only one vehicle on the square at any given time will only be permitted. • If failure is when the bollards are in the down position, barriers are to be placed in the location of the bollards and they will be manned by a banks person and traffic regulated. • If failure is when the bollards are in the up position, a temporary drop off area will need to be organised on Elder street and traffic control to take place at the level of the streetlight on Elder Street at the level of the service yard to allow for vehicles to be filtered from this point or redirected to alternative location using the St James Place way. • Would the situation last longer than a day, a full contra flow system will be put in place to ensure that traffic is redirected, and all taxi companies known to be delivering guests will also be communicated to inform of the alternative route. 	SDM / DM/ W Hotel Door Person / W hotel Security team / Team Leader/CCT V Operator/G uest Safety Ambassado r/ Banks person	
10. Vehicle is abandoned next to bollards	<ul style="list-style-type: none"> • Abandoned vehicle Standard Operating Procedure is to be followed 	SDM/DM/ /Team Leader/Gu est Safety Ambassado r	
11. ETRO related requirements	<ul style="list-style-type: none"> • As this activity is related to an experimental set up the teams onsite will be collating data that will be relevant and useful for review after six months encompassing incidents risks, driver 	SJQ team / Swecco / W hotel team	

	<p>behaviours, conflicts between pedestrian and vehicular traffics, volume of traffic, etc...</p> <ul style="list-style-type: none"> • A review date will be agreed amongst all parties to review the experimental set up to finalise the Sop for the foreseeable future. • A detailed programme will be developed and agreed with CEC to ensure enough time is allowed for the transition from ETRO to TRO. This programme needs to include key committee dates, monitoring/reporting requirements and agreed interim review meetings. 	/ CEC / Jacobs	
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2. SOP Approval

The SOP must be signed off by the Operations Director prior to being operationally implemented.

Site Security Manager	Name:	
	Signature:	
	Date:	
	Time	
Operations Director or Technical Services Director	Name:	
	Signature	
	Date:	
	Time:	
W Hotel Security Manager	Name:	
	Signature	
	Date:	
	Time:	

3. SJQ Staff / W Hotel Staff Sign Off Sheet

All SJQ management and service providers team require to sign to confirm they have read and understood the contents of the SOPVA – 001

All relevant W hotel and service partners involved in the task above are required to sign to confirm they have read and understood the contents of the SOPVA - 001

The following SJQ staff have signed to acknowledge that they are fully conversant and understand the above SOPVA-001 and agree to fully uphold the procedures within this SOPVA-001		
Number:	Name (Please Print):	Signature:
1		
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Appendix A – threat levels and command hierarchy

Threat and Response Levels

UK Threat Level	SIQ Response Levels
LOW An Attack is unlikely	NORMAL Routine protective security measures appropriate to the business concerned
MODERATE An Attack is Possible but not likely	
SUBSTANTIAL An Attack is Likely	HIGHTENED Additional and sustainable protective security measures reflecting the broad nature of the threat combined with specific business and geographical vulnerabilities and judgments on acceptable risk
SEVERE An Attack is Highly Likely	
CRITICAL An Attack is Highly Likely in the near Future	EXEPTIONAL Maximum protective security measures to meet specific threats and to minimise vulnerability and threat

ST JAMES QUARTER RESPONSE LEVELS
NORMAL, HIGHTENED, EXCEPTIONAL

Gold (Strategic)

- Defines the strategy and strategic aim
- Approves the 'tactical plan'
- Deals with outward-facing challenges (media, stakeholders, partners)

Silver (Tactical)

- Implements the strategy via a 'tactical plan'
- Co-ordinates various department's inputs
- Directs Bronze to achieve the 'tactical plan'

Bronze (Operational)

- Carries out tasks
- Manages the scene

HOSTILE RECONNAISSANCE - is the team given to the information gathering phase by those individuals or groups with malicious intent.
Taking notes. Asking staff questions, attempting to gain access, using recording equipment, maps & notes

RISK MODEL

INTENT + CAPABILITY OF ATTACKER = THREAT

ABILITY TO PREDICT + SECURITY OF AREA = VULNERABILITY

THREAT + VULNERABILITY = RISK

National Protective Security Authority (NPSA) 3Ds

DETER – stopping or displacing attack

DETECT – verify a threat

DELAY – maximising the time between detection

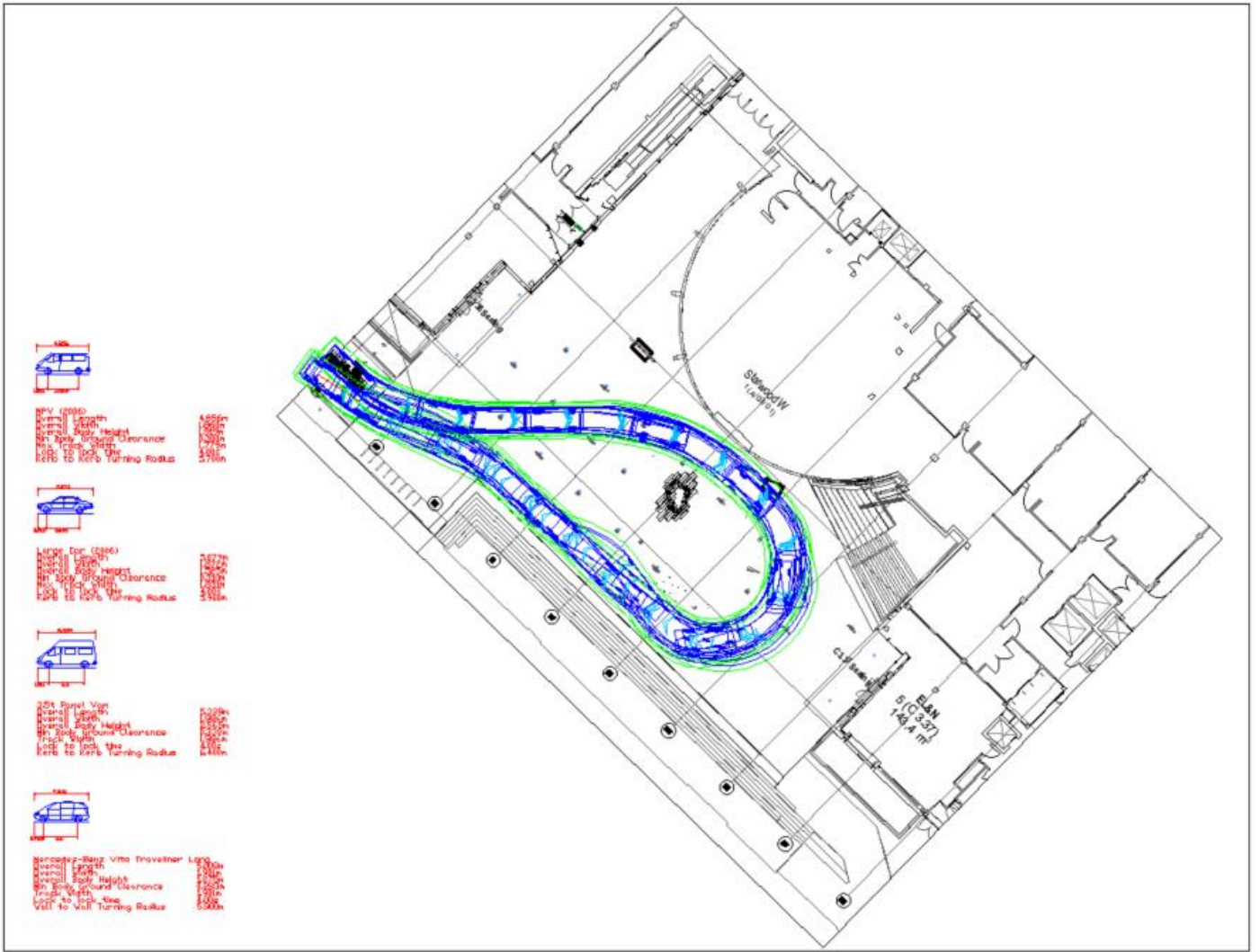
THREATS ARE ANYTHING THAT CAN CAUSE HARM

HUMAN THREATS - youth disorder, anti-social behaviour, theft, terrorism social media

NATURAL THREATS - weather, flooding animal, environment

ACCIDENTAL THREATS - fire, gas leak, chemical leak, power cut

Appendix B – Indicative marking of the traffic route for vehicles on St James Square



Appendix 5: Drawings

Package 1: Elder Street (South) drawing no. ESJ – RD – 1000 – 1003



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Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Road Safety – Service and Delivery Plan Update for 2023/24

Executive/Routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes this update on the Council’s road safety service and delivery plan;
 - 1.1.2 Approves the Core Business Update and associated priorities (Appendix 1);
 - 1.1.3 Approves the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2); and
 - 1.1.4 Approves the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3).

Paul Lawrence

Executive Director of Place

Contact: Dave Sinclair, Road Safety and Local Traffic manager

E-mail: david.sinclair@edinburgh.go.uk

Road Safety – Service and Delivery Plan Update for 2023/24

2. Executive Summary

- 2.1 This report provides an update on the scope, workload, resource capacity, proposed delivery plan and outstanding Committee actions for the Council's Road Safety and Local Traffic teams.

3. Background

- 3.1 On 8 December 2022, Committee considered and agreed the content of a [Draft Road Safety Action Plan](#) to 2030. In addition to the draft plan for consultation, Committee also agreed a Road Safety Improvements Delivery Plan to 2024.
- 3.2 Consultation on the draft City Mobility Plan and associated Action Plans has recently concluded. A separate report to this Committee highlights the consultation findings, and the final plans will be presented to Committee in February 2024 alongside the first review of the City Mobility Plan.
- 3.3 Responsibility for Road Safety and Local Traffic transferred to the Network Management and Enforcement Service in June 2023, following a realignment of service responsibilities across the Council's transport services. In addition, a dedicated infrastructure delivery team has also been created to progress delivery of road safety and local traffic projects.

4. Main report

- 4.1 Following the realignment, a review of the Road Safety Delivery Plan and associated resources has been undertaken and a single programme of work has been created.

Road Safety Priorities

- 4.2 Under Section 39 of the Road Traffic Act 1988, Local Authorities have a statutory responsibility for the Promotion of Road Safety. The Act requires local authorities to *'Prepare and carry out a programme of measures designed to promote road safety; conduct studies into accidents on roads, other than trunk roads within their area;*

take appropriate measures to prevent such accidents including the dissemination of information and advice relating to the use of the roads; the giving of practical training to road users; the construction, improvement, maintenance or repair of roads for which they are the highway authority’.

- 4.3 Having reviewed the existing delivery programme, alongside the current workload of the team, an assessment of the priorities for the Council has identified the following to be the most significant (list not prioritised):
- 4.3.1 Accident Investigation and prevention (AIP) (Collision and Casualty Reduction);
 - 4.3.2 Road Safety education for schools and young people, School Travel Plan review (and associated action plans) and school streets (improving compliance and developing new);
 - 4.3.3 Assessment and delivery of the Pedestrian Crossing programme;
 - 4.3.4 Delivering speed reduction where compliance with the limit is poor, and introducing new limits and/or traffic calming measures where appropriate;
 - 4.3.5 Data analysis and risk projection including surveys, assessments and consultation; and
 - 4.3.6 Policy development to support road safety and Vision Zero policies.
- 4.4 The details of these priorities are described in more detail in Appendix 1.
- 4.5 Delivery of these functions is key to successful service delivery. However, it should be noted that significant changes will be required to streamline some activities and focus on project delivery.

Road Safety Delivery Programme

- 4.6 To achieve these aims, it will be necessary to define a strategic capital and revenue delivery plan to provide the necessary resources to meet Vision Zero targets and to ensure that a future Road Safety Action Plan can be fully delivered.
- 4.7 In advance of the new plan, a review of the existing delivery programme to 2024 has been carried out and a revised, priced and funded delivery programme has been prepared for the remainder of the 2023/24 (Appendix 3).
- 4.8 This prioritises project delivery from the previous “Long-list” (December 2022) into a realistic delivery programme (considering project delays) and prioritises actions based on the risk of harm. A project programme for 2024/25 will be developed and submitted to Committee for approval prior to the end of this financial year.

Resourcing

- 4.9 It has been recognised for some time that there are significant resource pressures and challenges with competing priorities for the current Road Safety team. This has led to delays in successful delivery of agreed programmes of work.
- 4.10 The Road Safety team comprises six officers, two of which are permanently dedicated to educational support and engagement with school communities.

However, there have been a number of changes in the team in 2023 which has meant that the team has been operating at reduced capacity.

- 4.11 Over the last six months, recruitment has been ongoing, and a new Senior Engineer has recently been appointed. In addition, plans have been developed to recruit additional capacity (beyond the current establishment) in recognition of the service delivery plans.

Outstanding Actions from Committee

- 4.12 There are currently 15 separate actions within the Committee's rolling actions log to be progressed by the Road Safety team. Many of these actions require detailed investigation, traffic studies, ongoing engagement with school communities, prioritisation, assessment, design work, instruction to consultants or procurement to make realistic progress.
- 4.13 Therefore, a review of the actions has been undertaken and a proposed prioritisation carried out. This is summarised in Appendix 2 for approval and, if agreed, will be reflected in the Rolling Actions Log presented to Committee in November 2023.

Road Safety and Local Traffic Improvements

- 4.14 Alongside the programme for road safety, a new Local Traffic team has been created to consider and develop a programme focusing on mitigating the impact of traffic or mobility challenges in our local communities. The proposed work programme for this team will be centred on protecting the most vulnerable road users, considering improvement projects where traditional road safety, infrastructure or active travel schemes are not routinely delivered.
- 4.15 This team will also be responsible for taking forward the Neighbourhood Environment Programme (NEPs) moving forward. A report on proposals for this are expected to be reported to Committee early in 2024.

5. Next Steps

- 5.1 If Committee approve the report recommendations, implementation of the delivery programme will be progressed (as described in Appendices 1 – 3). The Committee Rolling Action Log will also be updated with the revised programme for outstanding actions.
- 5.2 An update on the approach to NEPs is expected to be presented to early in 2024 and a new road safety delivery programme for 2024/25 will be presented to Committee on 7 March 2024.
- 5.3 As part of the action agreed by Committee on 17 August 2023, the operational and capital investment requirements needed to deliver road safety in the city will be included in the information provided to all political groups in advance of the 2024/25 budget setting process.

- 5.4 In a move to better inform the Council's road safety investment strategies, the service is exploring the use of predictive risk modelling to consider where collisions, incidents or areas of risk are likely to occur in the future. The team intend to trial the use of predictive risk factors to consider where infrastructure improvements may be appropriate considering environmental, physical, driver and vehicle profile factors. The results of a validation trial will be reported to a future committee.

6. Financial impact

- 6.1 The cost of delivering the programme outlined in Appendices 1 – 3 can be contained within the financial resources allocated to road safety in 2023/24.
- 6.2 As noted in paragraph 5.3, the operational and capital investment requirements for road safety will be reported to political groups by the end of 2023.

7. Equality and Poverty Impact

- 7.1 As the activities set out in this report form part of an existing work programme, an Integrated Impact Assessment (IIA) has not been carried out. However, the proposed core duties and prioritised delivery programme are considered to improve road safety, mobility and accessibility for all our residents, visitors and road users.
- 7.2 The proposal is intended to advance the Council's public sector duties to improve equalities, create safe, accessible streets and pavements for all road users, especially for younger, older and vulnerable people.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty of the Council for road safety is to reduce collisions and casualties, by creating a safer more pleasant street environment for all road users, particularly focusing on our most vulnerable communities.
- 8.2 In terms of modal shift, and carbon reduction, the interventions are centred on the approved transport hierarchy to support delivery of the City Mobility Plan and create safe road environments for our communities.

9. Risk, policy, compliance, governance and community impact

- 9.1 Failure to appropriately fund, resource, plan and deliver statutory road safety functions may result in increased risk, injury or harm on our road network.

- 9.2 The purpose of this report is to identify the workload pressures on the Road Safety team, define the Core Duties and instigate the creation of a Work Plan, reprogramming workloads is necessary to support colleagues and to minimise the impact of demands on their health and wellbeing.
- 9.3 The impact on individuals, families and communities following a serious collision is well understood and may be mitigated by resources focused on casualty reduction and Vision Zero policies.
- 9.4 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver. Delays to deliver a significant project programme is likely to influence the prospect of collision reduction and threaten longer term strategic targets.

10. Background reading/external references

- 10.1 None

11. Appendices

Appendix 1 – Core Business Priorities

Appendix 2 – Rolling Action Log (Road safety extract)

Appendix 3 – Delivery Programme (2023/24)

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Workstream	Description	Status	Estimated resource requirement *	Notes/Actions	Priority
Customer Contact/ VIP Councillor Enquiries/ FoI & EDIR Requests	Managing the Road Safety mailbox. Collating survey data and responses for enquiries. Collating freedom or information data requests etc	Administration of the Road Safety mailbox is a daily duty for one member of the team.	1 FTE	One member of the team is required to manage the mailbox, progress requests for surveys, audits and VIP responses.	High
Pedestrian Crossings	Managing requests, arranging crossing surveys, undertaking assessment. Developing design solutions for informal and controlled pedestrian crossing facilities. Liaison with delivery teams to co-ordinate with other project installations and opportunities.	Current scheme list included 87 Locations. Discussion ongoing with Active travel to co-ordinate project plans	0.5 FTE	Resource required to develop and deliver the current crossing priority list and undertake risk-based assessments for future sites. Proposal to move away from survey driven priorities.	High
Accident Investigation and Prevention (AIP)	Investigation of incident clusters/sites to understand cause and develop mitigation measures.	26 Sites of Interest Inc: Dalmahoy junction Davidson's Mains Rbt Portobello High St Easter Road/Dalmeny St	0.25 FTE	2023/2024 Priority AIP list included in the Delivery plan. Additional major schemes are included in the Rolling Action Log summary.	High

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

				No resource or work plan has historically been considered for RAL action delivery.	
CRASH Stats 19 Collision Date	Data collection, validation and analysis. Collision data underpins the AIP process.	Ongoing. Validated collision data provided by the Police.	0.1 FTE	Validated Police information to be loaded on to keyACCIDENT system. Retrievals required for all scheme development and many enquiries.	Statutory Requirement
Accident/incident retrieval information	Data retrieval undertaken for various sites of interest and scheme/project investigation.				
School Travel Plans	Engagement with school communities involving all 141 schools or cluster areas. Road Safety & Active Travel Liaison Officers work with all school and parent communities to develop travel plans (RS&ATLO)	87 Primary School & 23 High School clusters.	2 FTE	Resource required to develop STPs into delivery plans. Proposal to simplify the process to consider risk based audits to speed up delivery.	High
Section 75 Developer Contribution	Total developer contribution for Road Safety interventions (at July 2023) understood to be in the region of £1.38 m	Resource and time required to review, process, co-ordinate, develop and deliver the current Section 75 backlog.	0.25 FTE	Wholesale review required to define available developer contributions, prepare appropriate interventions and deliver measures.	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Speed Reduction Sites	146 known locations across the city to consider appropriate interventions. Additional requests and speed surveys undertaken each year.	Site list and demand increasing with completion of new developments.	0.25 FTE	Short-term priority scheme list included in Appendix 3	Priority depending on speed survey results and environment.
Speed Limit Reductions – 20mph Extension (Agrees sites)	9 agreed locations across the City. Speed Limit Order made.	Design and delivery package ongoing	0.2 FTE	Delivery expected by early 2024	Medium
Speed Limit Reductions – 40 to 30mph	Consultant appointed to finalise detailed design package and pre-construction information. Revised road markings may be included to influence driver behaviour, otherwise refresh existing.	Detailed design package expected by end of 2023. Delivery expected over FY 2024. Installation cost understood to be c £300k	0.1 FTE	Designer appointed. Phased delivery expected over 2024	High
Speed Limit Reductions – Rural speed limits	Consultation completed	Consultation response considered at October Committee	By others	Resources for design and delivery (inc TRO) to be added to future work plan	TBA
Speed Limit Extension – 20mph	As above	As above	By others	As above	TBA
Education – Young Drivers Event	Well regarded annual Citywide educational event offered to upper school pupils with	Road Safety & Active Travel Liaison Officers arrange September	0.1 FTE	September event postponed due to industrial action. New dates TBA	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Junior Road Safety Officer	support from emergency services	and other events through the calendar.		Successful 2023 event completed involving 60 schools	
Road Safety Audits	Contract and process administration. Provision of RSA service for all Transport services	New framework contract recently established.	0.2 FTE	Road Safety team provide this service for internal colleagues	High
School Streets – Existing Sites	Improvements required at existing sites to replace or revise signage. Existing flashing signage is beyond service life and expensive to maintain	Existing signs are at the end of their service life and need replaced. Traffic orders may need to be readvertised to reflect new signage.	0.25 FTE	Capital replacement programme to be developed to replace current signage with time plates. TRO to be revised and readvertised.	High
School Streets – Ex SfP Sites	Existing TTRO has been revoked. Engage with local/school communities to consider appropriate action	Remove or set-aside existing planter units.	0.125 FTE	Retain units where no issues/pressure known.	Medium
School Streets – New Sites	Consider simplifying signage to reduce installation and maintenance costs.	Scheme priority list to be developed. Traffic Orders to be prepared and promoted	0.125 FTE	Capital project to be prepared for work plan	Medium
Cycling and Scooter Parking	Road Safety & Active Travel Liaison Officers liaise with school communities to seek funding and provide facilities	Projects ongoing	0.1 FTE	Application submitted to Cycling Scotland	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Predictive risk-based data modelling	Development and adoption of a risk-based modelling tool to influence investment priorities, policy and move towards Vision Zero	Validation trials underway to correlate specific site data against historical information	0.1 FTE	Officers in discussion with system supplier. System to provide statistically representative risk based data	Medium
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* The estimated FTE shows an average weekly workload across the service priorities. This highlights that there are capacity challenges to deliver all of the activities which this team are responsible for. Actions are being progressed to resolve this.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

No	Original Date	Report Title	Action	Previous Comments	Update Comments and Work Plan
15	27-01-22	Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone	To request a further report from the Executive Director of Place on the matter.	Engagement with the school on the travel plan is ongoing. A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .	School Travel Plans are to be reviewed over next 3 months. Individual actions and outcomes will be reported on a phased basis. Update expected on STP review in January 2024.
18	31-03-22	Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda)	Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .	Proposed date early following recruitment of additional people for the Road Safety team.
21A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station (See Agenda)	To engage with Ward Members regarding the Petition on Station, Ratho Station.	The next update is expected on 14 September 2023. Previous updates:	Business Bulletin to be provided.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

				28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	
21B	08.12.22	Rolling Actions Log – action 29 (Station Road, Ratho Station)	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	The next update is expected on 14 September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	As above
22	18.08.22	Updated Pedestrian Crossing Prioritisation 2022/23	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months.		Defer to January 2024. Interim pedestrian crossing delivery plan update included in Appendix 3. Officers to prioritise this delivery programme and develop appropriate designs.
24	18.08.22	Evaluation of the 20mph Speed Limit Roll Out – Three Years Pose Implementation	To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	This will be incorporated into reporting for the 20mph programme.	To be included in October 2023 20mph Consultation report.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

30	08.12.22	Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)	1) Notes continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	This will form part of the School Travel Plan Review programme.	Vehicle Activated Signs to be installed (on rotation) on Brighton place.
31	08.12.22	Draft Road Safety Action Plan – Delivering City Mobility Plan	Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2.		See Appendix 3
32	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion.	Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	School Travel Plan review and update ongoing. Proposal to streamline the engagement process to focus on school audits and project delivery. Update to be prepared in January 2024.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

37	20.04.23	Major Junctions Review Update	<p>1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing.</p>		<p>Client brief for appointment of consultant to take forward advanced works package under development.</p> <p>When consultant brief is complete – report to Committee on the resources required for delivery.</p>
			<p>2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.</p>		As above
39	20.04.23	Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Extract from motion with actions:</p> <p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area 		<p>As noted in the August 2023 Business Bulletin, a broader traffic survey will be carried out to consider the impact of through traffic in the Parkgrove Drive area.</p> <p>A further update will be provided in early 2024.</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

			Improve the road and footway surface if this can be justified within existing policies and budgets.		
40	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area.</p>	These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.	<p>The TTRO closure has been removed on completion of the school construction works.</p> <p>Officers met with local Ward Councillors and the Convener.</p> <p>The action was to develop a temporary school street style proposal. The Active travel team are now developing an option to widen footpaths, realign the existing contraflow cycleway and promote a new traffic regulation order.</p>
48	15.06.23	Business Bulletin	3) To agree to hold a members workshop on school travel plans and school street projects, including considerations of whether they could be dealt with in conjunction with each other and to agree that the Education Children and Families Committee be involved in any reviews.		<p>School Travel Plan review and update ongoing.</p> <p>Update to be provided in January 2024.</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

51	15.06.23	Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road	<p>1) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).</p>		Designer procurement to be confirmed.
			<p>2) To request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.</p>		As above
			<p>3) To agree that this additional work (1) should not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2). To agree that an update on (1) & (2) should be provided to Committee no later than January 2024</p>		Stakeholder engagement and design option/review meetings to be held with Lothian Buses.
53	15.06.23	Response to Motion by Councillor Burgess – Sciennes Primary	<p>1) To note a further update would be provided following the conclusion of the public advertising</p>	Depending on any objections received, an update will follow a	Update on TRO to be added

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

		Playground on Sciennes Road	<p>stage of the Traffic Regulation Order process for a permanent closure.</p>	<p>report to Licensing Sub-Committee.</p>	
			<p>2) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.</p>		<p>As above</p>
			<p>3) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.</p>		<p>As above</p>
			<p>4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate</p>		<p>Meeting with Ward Councillors, all stakeholders and colleagues from our</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

			<p>and legal officers, to discuss outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.</p> <p>To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.</p>		<p>Education Estate team to be arranged.</p> <p>Playground extension to be led by Strategic Asset team.</p>
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Appendix 3 - Road Safety – Rolling Action Log – Programme Update v7

A. Completed Schemes (2023/2024).

Job Number	Project Detail	Location	Project Cost (£k)	Project Status
672782	AIP – Signalised Junction	Drum Brae Drive	230	Completed
672782	AIP (Surfacing & anti-skid treatment)	Sir Harry Louder Road	130	Completed
673184	School Travel (Controlled crossing)	Liberton PS	45	Completed
000802	Speed Reduction Measures	Abercromby Place	10	Completed
000802	Speed Reduction Measures	Lennel Avenue	10	Completed
000802	Speed Reduction Measures	Slateford Road	10	Completed
000802	Speed Reduction Measures	A71 Dalmahoy (New speed limit)	15	Completed
673184	School Travel Improvements	Clermiston PS	60	Completed (Further Discussion)

B. High Priority schemes to be delivered financial year 2023/2024.

Job Number	Project Detail	Location	Project Cost (£k)	Priority
672774	Controlled Crossing	Lanark Road West	80	High Priority
672774	Controlled Crossing	South Gyle Broadway	80	High Priority
672774	Buildout Crossings	Ashley Terrace	50	High Priority
672782	AIP – Controlled Crossing	Murrayburn Road	75	On site
672782	AIP – Junction treatment	Easter Road at St Clair Street	TBC	High Priority
672782	AIP	Glasgow Road at Craigs Gardens	60	High Priority
000802	Speed Reduction Measures	Wakefield Avenue	10	High Priority
000802	Speed Reduction Measures	Craigentinny Road	10	High Priority
000802	Speed Reduction Measures	Sleigh Drive	10	High Priority
000802	Speed Reduction Measures	Fillyside Road	10	High Priority
000802	Speed Reduction Measures	Craigentinny Avenue	10	High Priority

Appendix 3 - Road Safety – Rolling Action Log – Programme Update v7

C. Schemes programmed to be delivered in financial year 2023/2024, subject to design/procurement and delivery resources.

Job Number	Project Detail	Location	Project Cost (£K)
673182	Section 75 Mitigation for local housing developments	Scotstoun Avenue – Design to be revised and reflect anticipated active travel route	50
672782	AIP	Murrayburn Crossing	75
672774	Pedestrian Crossing (Build-out)	North West Circus Place	15
672774	Controlled Crossing (Tiger)	Victoria Primary School	60 - Education Account
672774	Pedestrian Crossing (Zebra)	Grassmarket	50
672774	Pedestrian Crossings	Craighall Road – (two locations TBA)	60
672774	Pedestrian Crossing	Bellevue / Rodney Street	30
672774	Pedestrian Crossing	Belford Road	30
672774	Controlled Crossing	Albion Road	40
000802	Speed Reduction Measures	Craigcrook Road (west)	10
000802	Speed Reduction Measures	Fettes Avenue	10
000802	Speed Reduction Measures	East Fettes Avenue	10
000802	Speed Reduction Measures	Inverleith Row	10
000802	Speed Reduction Measures	Inverleith Place	10
000802	Speed Reduction Measures	Lochend Road	10
000802	Speed Reduction Measures	East Hermitage Place	10
000802	Speed Reduction Measures	Claremont Park	10
000802	Speed Reduction Measures	Restalrig Road South	10
000802	Speed Reduction Measures	Carlton Terrace	10
000802	Speed Reduction Measures	Lower Granton Road	60
000802	Speed Reduction Measures	Polwarth Gardens	10
673184	School Travel	Leith Walk PS	TBC
673184	School Travel	James Gillespies	30

Appendix 3 - Road Safety – Rolling Action Log – Programme Update v7

673184	School Travel	Dalry School Streets	30
673184	School Travel	School cycle parking	200
673181	Speed Limit Reductions	20mph Extension	85
000800	Speed Limit Reductions	40mph to 30mph review (Project expected to start in early 2024)	130 (Total cost c £300k)

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Actions to Deliver Edinburgh's City Mobility Plan - Consultation Update

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Committee notes:
 - 1.1.1 The findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and next steps; and
 - 1.1.2 That refinement and finalisation of the action plans and Future Streets Framework (Circulation Plan) will be undertaken alongside the first review of the City Mobility Plan.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

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Actions to Deliver Edinburgh's City Mobility Plan - Consultation Update

2. Executive Summary

- 2.1 This report summarises the findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and engagement process, which ran for 12 weeks from 17 April until 9 July 2023.

3. Background

- 3.1 In [December 2022](#) and [February 2023](#) Committee approved five draft action plans - Active Travel, Public Transport, Air Quality, Road Safety and Parking - alongside an emerging Future Streets Framework (Circulation Plan) for consultation. These plans aim to support the delivery of [Edinburgh's City Mobility Plan](#) (CMP) in creating cleaner, greener, safer, more accessible and affordable travel choices that will help to meet Edinburgh's 2030 targets to reduce car kilometres by 30% and reach net zero in addition to achieving Vision Zero by 2050.
- 3.2 The consultation approach and programme were developed in collaboration with the Council's Consultation Advisory Panel alongside inputs from Transport and Environment Committee and other key stakeholders. The final consultation approach was approved by Committee in [February 2023](#). The online survey was shaped through engagement with Committee members and community council representatives in advance of going live.
- 3.3 The consultation was necessary to gather insights from key stakeholders and members of the public to:
- 3.3.1 Understand how the Council should prioritise the delivery of actions, many of which have already been approved in principle in CMP, to inform a place-based programme of investment across the city;
 - 3.3.2 Capture feedback on the difficult decisions, challenges and trade-offs that will be required to deliver those actions within the constraints of limited street space;
 - 3.3.3 Facilitate understanding of the interrelationships between the actions across each plan, identify any conflicts and maximise opportunities for alignment;

- 3.3.4 Identify any gaps across the plans that could have a critical impact on delivering the CMP objectives;
 - 3.3.5 Understand if the suite of actions is ambitious enough to deliver CMP objectives; and
 - 3.3.6 Identify any topics or issues that may be a particular concern amongst communities and other stakeholders.
- 3.4 Views were captured across the following key themes:
- 3.4.1 Improving local travel for walking and wheeling;
 - 3.4.2 Delivering a joined-up cycle network;
 - 3.4.3 Delivering improvements to our public transport network;
 - 3.4.4 Delivering a people-friendly city centre;
 - 3.4.5 Achieving city-wide road safety targets;
 - 3.4.6 Improving our public transport and active travel corridors;
 - 3.4.7 Delivering vibrant shopping streets;
 - 3.4.8 Delivering liveable neighbourhoods; and
 - 3.4.9 Supporting the journey to net zero and cleaner air.
- 3.5 The Council is required to have a plan setting out actions to improve air quality in its designated Air Quality Management Areas (AQMAs) under Part IV of the Environment Act 1995 (as amended) ('the 1995 Act'). Schedule 11 of the 1995 Act sets out specific bodies that local authorities are required to consult in the formation of action plans. The 'Actions to Deliver Edinburgh's City Mobility Plan' consultation was designed to fulfil these legislative requirements.
- 3.6 A Communications Plan was developed alongside the consultation approach to maximise interest and involvement using a variety of tried and tested methods.
- 3.7 The consultation ran for 12 weeks from 17 April until 9 July 2023. The activities were structured predominantly around stakeholder discussions including in-person workshops, market research, an online survey, public drop-in events, and focus groups capturing seldom heard and underrepresented groups.
- 3.8 The online survey received a total of 2,955 responses, with an additional 553 people engaged through market research. 55 Edinburgh residents participated in the focus groups. 41 stakeholders attended the workshops, and 166 members of the public attended the drop-in events. Stakeholder organisations submitted 56 written responses. As such, the consultation programme received a total of 3,826 representations. The appended Consultation Findings Report comprises full details of the activities, process and findings.

4. Main report

Summary of Findings

- 4.1 Overall, the consultation provided direction on the biggest priorities for the city across a range of themes and captured views on the compromises and difficult decisions required to deliver measures within the constraints of limited street space. It also reinforced the requirement to consider those with specific needs such as people with disabilities and small businesses when making changes to streets and spaces.
- 4.2 While the online survey generally indicated marginal support for most of the actions highlighted, the market research revealed a relatively strong level of support across the suite of actions. A direct link between the age group of respondents and the level of support found was observed. While the market research was representative of the city's demographic profile, the online survey leaned towards those over 45 years old, with little representation of people under 25. Despite this, there were similarities in the feedback received across the whole range of consultation activities, including the focus groups and stakeholder discussions.

Priority Measures

- 4.3 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations was consistently regarded as the top priorities to make streets accessible for everyone. However, there was no overall consensus on the priority location(s) for these measures (routes to public transport, high streets and shopping streets, city centre and routes to neighbourhood services). The installation of benches and rest places was considered the lowest priority to making streets more accessible.
- 4.4 There was overall support for the proposed expansion of Edinburgh's cycle network, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route. Support was highest amongst respondents under 45 year olds.
- 4.5 The provision of reliable real-time information, including information on available wheelchair spaces, was the highest priority to make travelling by bus more accessible compared with improving the layout of bus stops and improving bus shelters.
- 4.6 Most respondents indicated that they would walk or wheel a little further to reach a bus stop with faster or express services and an increased range of bus services.
- 4.7 Bus priority at traffic signals was the highest priority to provide faster and more reliable bus services. The extension of bus lane operating hours from 7am to 7pm, seven days a week was the lowest priority mostly due to concerns about the potential to increase congestion.
- 4.8 Re-designing major junctions was the highest priority to protect vulnerable road users. A high proportion of those with children at home felt that it was also important

to expand the number of schools with 'School Streets'. The lowest priority was the review of both rural speed limits and 40mph speed limits.

- 4.9 Traffic speeds, busy junctions and narrow or obstructed pavements were identified as the top three barriers to walking, wheeling and cycling in local neighbourhoods.
- 4.10 Supporting the development of a zero carbon bus fleet was the highest priority to reduce harmful emissions from transport followed closely by delivering more public electric vehicle charging hubs. Expanding areas served by Car Club and reviewing on-street parking charges based on vehicle emissions were considered lower priorities.
- 4.11 Delivering local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts was the top priority to reduce emissions from domestic sources.

The Difficult Decisions

- 4.12 While slightly less than half of the respondents (47%) to the online survey supported investigating some more restrictions to through traffic in the city centre in addition to what has already been agreed as part of Edinburgh's City Centre Transformation programme, respondents to the other engagement activities (market research and stakeholder workshops) supported this. This was also the case for the introduction of a targeted reduction in kerbside parking in the city centre. Support for these measures was significantly higher amongst those under 45 years old within the online survey.
- 4.13 In addition to current city centre projects, the Bridges Corridor, Canongate, Grassmarket and Cowgate were identified as key priorities for change. Stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could create wider traffic displacement.
- 4.14 Bringing in area-wide traffic restrictions was identified as a potential mitigation for the wider impacts of major projects across the city centre. One of the specific areas noted as an example was the area east of Lothian Road within Bread Street, West Port, Lady Lawson Street and Castle Terrace.
- 4.15 The majority of respondents to the market research and the online survey agreed with taking action to protect vulnerable road users at major junctions even where this may have an impact on motorised traffic.
- 4.16 There was overall support for reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport.
- 4.17 There was overall support for reducing parking on shopping streets to provide more vibrant environments for everyone.
- 4.18 While there was overall support for reducing parking on main roads, shopping streets and the city centre, significant concerns were raised about how this may impact on loading, servicing and for those with mobility difficulties. Various focus groups noted that reducing parking may need to be considered alongside improvements to the public transport network.

- 4.19 There was overall support for the introduction of restrictions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally.

Cross-Plan Considerations

- 4.20 It was highlighted through the online survey that any improvements which require walking or wheeling a little further to reach a bus stop with enhanced services or waiting facilities must be considered in parallel with accessibility improvements for those with mobility difficulties.
- 4.21 Some stakeholders noted that extending bus lane operating hours could deliver additional benefits for cyclist safety at key bus corridors where space is constrained. Consistency and effective enforcement would be essential for the success of extending the operation of bus lanes. However, bus lanes can still be a barrier for less confident cyclists.
- 4.22 Young people experiencing poverty raised concerns about the impact of the Low Emission Zone against the backdrop of a cost of living crisis. While they saw the bus as a viable alternative to driving into the city centre, they were conscious of bus prices also increasing.
- 4.23 Some stakeholders commented on the need to strengthen the integration between plans, particularly with regards to demand management across parking, public transport and active travel.
- 4.24 As the need for new electric vehicle charging points increases, some stakeholders expressed concerns about the potential risk of these creating new footway obstructions.
- 4.25 People who indicated that they drove to travel around Edinburgh in the last month were consistently less supportive of the measures compared to those who travelled differently.

Further Reflections

- 4.26 The consultation programme captured some relevant insights about measures that were not directly included in the questionnaire for the online survey, the market research or the focus groups which have been outlined in the following paragraphs.
- 4.27 The reintroduction of a cycle hire scheme was mentioned in 43 open-text responses to the online survey, all of which were supportive. Respondents mentioned its potential contribution towards cycling uptake when combined with the forthcoming infrastructure.
- 4.28 People mentioned the need for better integration of ticketing between bus and tram in 28 open-text responses. In addition to that, younger people living in poverty mentioned the increasing cost of public transport as a barrier.
- 4.29 53 open-text responses raised concerns about issues with antisocial behaviour on trains and buses, especially outside the main working hours.

- 4.30 39 open-text responses expressed support for increasing the number of street trees and green spaces. Respondents noted the potential benefits with regards to safety, biodiversity and the creation of more welcoming spaces.
- 4.31 Although the expansion of Car Club operations was not the highest priority to reduce harmful emissions from transport, it was identified as a realistic alternative to car use in some areas of the city.
- 4.32 The cost of on-street parking was mentioned in 66 open-text responses. Although there was a mixed sentiment towards different parking strategies, respondents raised concerns about the potential impacts on lower income households.
- 4.33 Some respondents and attendees to the public drop-in events remarked that the plans could have been presented in a simpler, more accessible way to facilitate greater understanding across the whole suite of actions.

5. Next Steps

- 5.1 The outcomes from the consultation, alongside ongoing data collection and technical evidence, will inform the finalisation of the Action Plans and 'Future Streets Framework (Circulation Plan).
- 5.2 The finalised plans will be presented to Committee in February 2024 for consideration and approval. The finalisation of the plans will be undertaken alongside the CMP's first review, which will also be presented to Committee in February 2024.

6. Financial impact

- 6.1 This report has no direct financial impacts. Financial impacts, including funding information, will be set out as far as possible within the next stage of this work.

7. Equality and Poverty Impact

- 7.1 The [City Mobility Plan's Integrated Impact Assessment](#) (IIA) and IIA processes being undertaken for the new plans helped identify seldom heard and/or underrepresented groups which informed the make-up of the Focus Groups. These groups include those experiencing poverty, rural communities, women, children and young people, people with mobility issues, people living with a non-mobility related disability, and older people. The process of finalising the plans will take views from these groups into account along with feedback from all the consultation activities.

8. Climate and Nature Emergency Implications

- 8.1 The plans, if approved, will have multiple citywide social, environmental and economic impacts as identified through the IIA work and through discussions with stakeholders and members of the public as part of this consultation.
- 8.2 Overall, the drivers for and proposals within the plans strongly support and reinforce the Council's commitments to meeting climate change and adaptation goals, improving air quality, health and wellbeing, tackling poverty, and delivering good placemaking including enhancing biodiversity.
- 8.3 The consultation was designed to further understand the city's priorities in creating cleaner, greener, safer, more accessible and affordable travel choices. It was also designed to draw attention to and facilitate discussion on the difficult decisions and compromises needed to create a fully sustainable, efficient, inclusive and fair citywide transport system.

9. Risk, policy, compliance, governance and community impact

- 9.1 The consultation approach complied with the Council's approved Consultation Policy and was designed in collaboration with the Council's Consultation Advisory Panel in December 2022 and approved by Committee in February 2023. The recommendation to note the findings of this report carries no identified risks.

10. Background reading/external references

- 10.1 [Circulation Plan – Delivering the City Mobility Plan](#) (Item 7.1), Transport and Environment Committee - February 2023
- 10.2 [Public Transport Action Plan – Delivering the City Mobility Plan](#) (Item 7.2), Transport and Environment Committee - February 2023
- 10.3 [Active Travel Action Plan – Delivering the City Mobility Plan](#) (Item 7.3), Transport and Environment Committee - February 2023
- 10.4 [Parking Action Plan – Delivering the City Mobility Plan](#) (Item 7.4), Transport and Environment Committee - February 2023
- 10.5 [Revision to the Air Quality Action Plan – Delivering the City Mobility Plan](#) (Item 7.5), Transport and Environment Committee – December 2022
- 10.6 [Road Safety Action Plan – Delivering the City Mobility Plan](#) (Item 7.7), Transport and Environment Committee – December 2022
- 10.7 [City Mobility Plan](#) (Item 7.1), Transport and Environment Committee - February 2021

11. Appendices

- 11.1 Appendix 1 - Actions to Deliver Edinburgh's City Mobility Plan - Consultation Findings Report



Actions to Deliver Edinburgh's City Mobility Plan

Consultation Findings Report

Document Control Sheet

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Date: September 2023

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C01	04.08.2023	Initial Draft Issued for Review	Jenny Ritchie	Cesar Garcia Torres	Jordan Dunn
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C04	05.09.2023	Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C05	08.09.2023	Revised Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C06	12.09.2023	Final Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C07	22.09.2023	Final Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres

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Contents

1	Executive Summary	1
1.2	Priority Measures	2
1.3	The Difficult Decisions.....	3
1.4	Cross-Plan Considerations.....	4
1.5	Further Reflections.....	4
2	Background	6
2.2	Previous Consultations	6
2.3	Rationale for Consulting on ‘Actions to Deliver Edinburgh’s City Mobility Plan’	7
3	Consultation and Engagement Activities	8
3.2	Stakeholder Engagement.....	8
3.3	Online Survey and Market Research	10
3.4	Focus Groups	11
3.5	Public Drop-In Events	12
3.6	Consultation Information Pack.....	13
3.7	School Engagement.....	13
3.8	Communications and Promotion.....	14
4	Outputs of the Stakeholder Workshops	15
4.2	The Challenges of Limited Street Space.....	15
4.3	The Vision for the City Centre	16
4.4	Action Plan Priorities	17
5	Online Survey Findings.....	20
5.2	Geographies	20
5.3	The City Centre.....	21
5.4	Demographics.....	22
5.5	Driver Responses	23
5.6	Stakeholder Responses	23
6	Market Research Findings	32
6.2	Summary of Outputs	32
6.3	Personal Travel Mode Analysis	33
6.4	Geographies	34
7	Focus Groups Findings	35
7.2	Those Experiencing Poverty.....	35
7.3	Rural Communities	37
7.4	Women	38
7.5	Parents of Young Children	39
7.6	Young People	40
7.7	Older People.....	41
7.8	People with Disabilities	42

8 Conclusions.....44

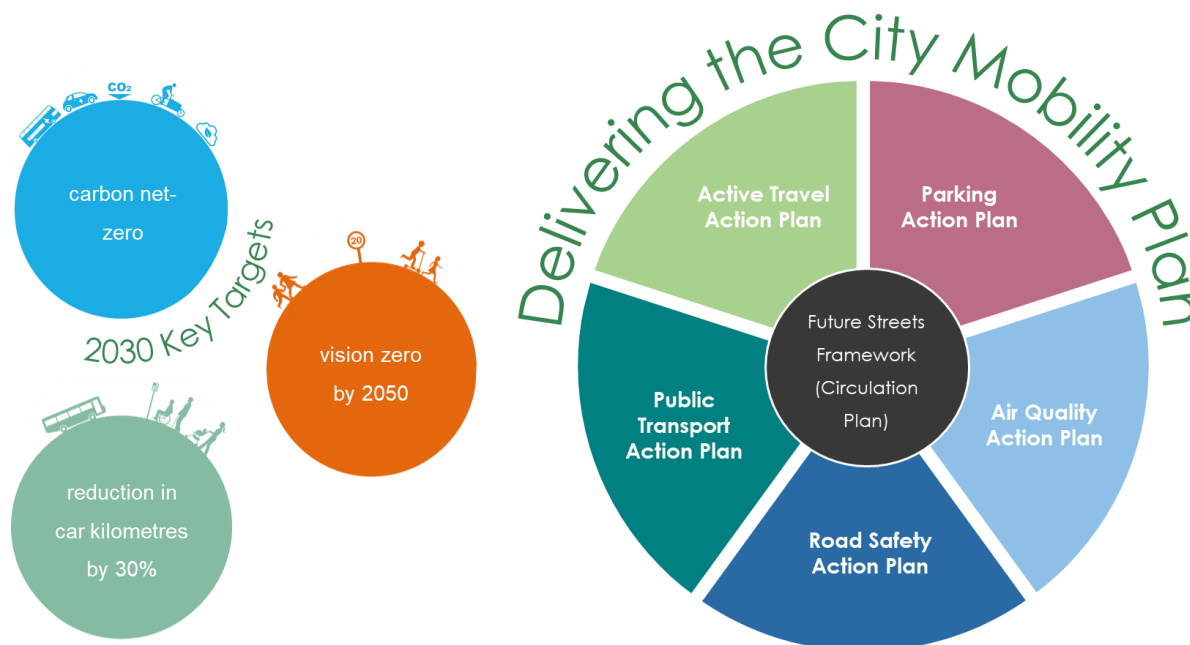
- 8.2 Improving Local Travel for Walking and Wheeling46
- 8.3 Delivering a Joined-Up Cycle Network46
- 8.4 Delivering Improvements to Our Public Transport Network46
- 8.5 Delivering a People-Friendly City Centre47
- 8.6 Achieving City-Wide Road Safety Targets48
- 8.7 Improving Our Public Transport and Active Travel Corridors.....48
- 8.8 Delivering Vibrant Shopping Streets48
- 8.9 Delivering Liveable neighbourhoods48
- 8.10 Supporting the journey to net zero and cleaner air.....48

Appendices

- Appendix A Analysis of Findings (Market Research, Online Survey and Focus Groups)
- Appendix B Market Research Findings
- Appendix C Focus Groups
- Appendix D Stakeholder Workshops
- Appendix E Written Submissions from Stakeholders
- Appendix F Consultation Information Pack
- Appendix G Air Quality
- Appendix H Communications and Promotion

1 Executive Summary

1.1.1 A suite of new action plans and the emerging Future Streets Framework (Circulation Plan) were approved for consultation at Transport and Environment Committee in December 2022 and February 2023. The plans are designed to support the delivery of Edinburgh's City Mobility Plan (CMP). Together, they aim to create cleaner, greener, safer, more accessible and affordable travel choices, ensuring Edinburgh meets its target to reduce car kilometres by 30% by 2030.

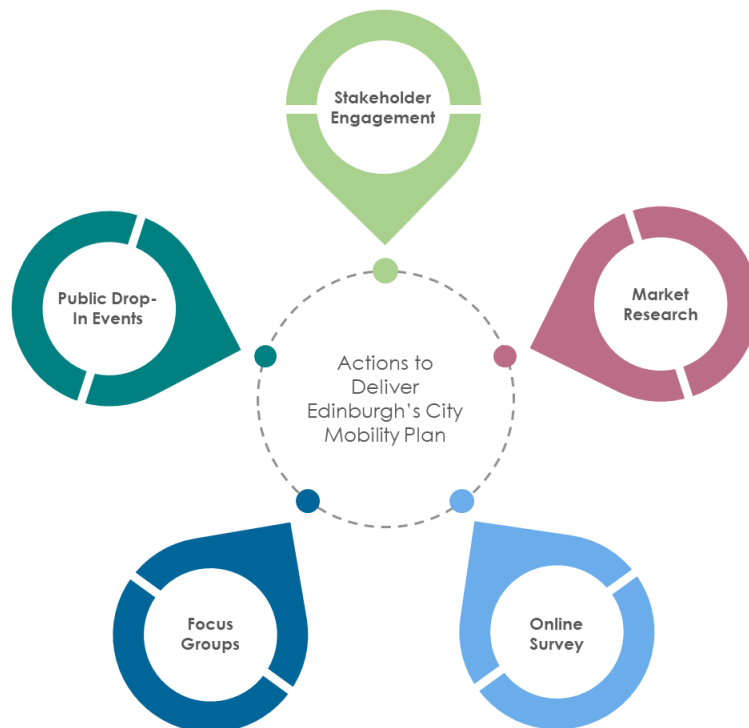


1.1.2 The consultation 'Actions to Deliver Edinburgh's City Mobility Plan' was necessary to gather insights from key stakeholders and members on the public on:

- i. How the Council should prioritise the delivery of measures, many of which have already been approved in principle in CMP, to inform a place-based programme of investment across the city.
- ii. Capture feedback on the difficult decisions, challenges and trade-offs that will be required to deliver those actions within the constraints of limited street space.
- iii. Facilitate understanding of the interrelationships between the actions across each plan, identify any conflicts and maximise opportunities for alignment.
- iv. Identify any gaps across the plans that could have a critical impact on delivering the CMP objectives.
- v. Understand if the suite of measures is ambitious enough to deliver CMP objectives.
- vi. Identify any topics or issues that may be a particular concern amongst communities and stakeholders.

1.1.3 The consultation approach and programme were developed in collaboration with the Council's Consultation Advisory Panel and inputs from Transport and Environment Committee and other key stakeholders. The final consultation approach was approved by Transport and Environment Committee in February 2023.

- 1.1.4 The consultation programme ran for 12 weeks from 17 April 2023. The activities were structured predominantly around stakeholder engagement, market research, an online survey, focus groups and public drop-in events. An Integrated Impact Assessment (IIA) developed for the new action plans helped identify seldom heard and underrepresented groups.



- 1.1.5 The online survey received a total of 2,955 responses, with an additional 553 people engaged through market research. 55 Edinburgh residents participated in the focus groups with underrepresented audiences. 41 stakeholders attended the workshops and 166 members of the public attended the drop-in events. Stakeholder organisations submitted 56 written responses. As such, the consultation programme received a total of 3,826 representations.
- 1.1.6 Feedback from the consultation, alongside data and technical evidence, will inform the finalisation of the plans.

1.2 Priority Measures

- 1.2.1 The consultation programme gathered views about the priority measures within the new action plans. Some of the key findings are outlined below:
- Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations was consistently regarded as the top priorities to make streets accessible for everyone. However, there was no overall consensus on the priority location(s) for these measures (routes to public transport, high streets and shopping streets, city centre and routes to neighbourhood services). The installation of benches and rest places was considered the lowest priority to making streets more accessible.
 - There was overall support for the proposed expansion of Edinburgh's cycle network, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route. Support was highest amongst respondents under 45 year olds.
 - The provision of reliable real-time information, including information on available wheelchair spaces, was the highest priority to make travelling by bus more accessible. The other measures proposed were improving the layout of bus stops and improving bus shelters.

- Most respondents indicated that they would walk or wheel a little further to reach a bus stop with faster or express services and an increased range of bus services.
- Bus priority at traffic signals was the highest priority to provide faster and more reliable bus services. The extension of bus lane operating hours from 7am to 7pm 7 days a week was the lowest priority, mostly due to concerns amongst respondents regarding its potential to increase congestion.
- Re-designing major junctions was the highest priority to protect vulnerable road users. A high proportion of those with children at home felt that it was also important to expand the number of schools with 'School Streets'. The lowest priority was the review of both rural speed limits and 40mph speed limits.
- Traffic speeds, busy junctions and narrow or obstructed pavements were identified as the top three barriers to walking, wheeling and cycling in local neighbourhoods.
- Supporting the development of a zero carbon bus fleet was the highest priority to reduce harmful emissions from transport followed closely by delivering more public electric vehicle charging hubs. Expanding areas served by Car Club and reviewing on-street parking charges based on vehicle emissions were considered lower priorities.
- Delivering local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts was the top priority to reduce emissions from domestic sources.

1.3 The Difficult Decisions

1.3.1 The challenges and trade-offs that will be required to deliver the proposed measures within the constraints of limited street space were explored across the consultation programme. Some of the key findings are outlined below:

- While less than half of the respondents to the online survey supported investigating some more restrictions to through traffic in the city centre to deliver a friendlier environment, respondents to the market research and stakeholders supported this. This was also the case for the introduction of a targeted reduction in kerbside parking. Support for these measures was significantly higher amongst those under 45 within the online survey.
- In addition to current city centre projects, the Bridges Corridor, Canongate, Grassmarket and Cowgate were identified as key priorities for change. Stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could create wider traffic displacement.
- Bringing in area-wide traffic restrictions was identified as a potential mitigation for the wider impacts of major projects across the city centre. One of the specific examples stakeholders mentioned in this regard was the area east of Lothian Road within Bread Street, West Port, Lady Lawson Street and Castle Terrace.
- The majority of respondents to the market research and the online survey agreed with taking action to protect vulnerable road users at major junctions even where this may have an impact on motorised traffic.
- There was overall support for reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport.
- There was also support for reducing parking on shopping streets to provide a vibrant environment for everyone.

- While there was overall support for reducing parking on main roads, shopping streets and the city centre, significant concerns were raised about the provisions for loading, servicing and those with mobility difficulties. Various focus groups noted that reducing parking may need to be considered alongside improvements to the public transport network.
- There was overall support for the introduction of restrictions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally.
- People who indicated that they drove to travel around Edinburgh in the last month were consistently less supportive of the measures compared to those who travelled differently.

1.4 Cross-Plan Considerations

1.4.1 The stakeholder workshops, focus groups and open-text responses in the online survey provided a number of insights about the interrelationships between the action plans, potential conflicts and opportunities for alignment. Some of the are outlined below:

- Respondents to the online survey highlighted that the potential benefits of walking or wheeling a little further to reach a bus stop must be considered in parallel with accessibility improvements for those with mobility difficulties.
- Some stakeholders noted that extending bus lane operating hours could deliver additional benefits for cyclist safety at key bus corridors where space is constrained. Consistency and effective enforcement would be essential for the success of extending the operation of bus lanes. However, having to cycle on bus lanes can still be a barrier for less confident cyclists.
- Young people experiencing poverty raised concerns about the impact of the Low Emission Zone against the backdrop of a cost of living crisis. While they saw the bus as a viable alternative to driving into the city centre, they were conscious of bus prices also increasing.
- Some stakeholders commented on the need to strengthen the integration between plans, particularly with regards to demand management across parking, public transport and active travel.
- As the need for new electric vehicle charging points increases, some stakeholders expressed concerns about the potential risk of these creating new footway obstructions.

1.5 Further Reflections

1.5.1 The consultation programme captured some relevant insights about measures that were not directly included in the consultation programme. Some of them are outlined below:

- The reintroduction of a cycle hire scheme was mentioned in 43 open-text responses to the online survey, all of which were supportive. Respondents mentioned its potential contribution towards cycling uptake when combined with the forthcoming infrastructure.
- People mentioned the need for better integration of ticketing between bus and tram in 28 open-text responses. In addition to that, younger people living in poverty mentioned the increasing cost of public transport as a barrier.
- 53 open-text responses raised concerns about issues with antisocial behaviour on trains and buses, especially outside the main working hours.
- 39 open-text responses expressed support for increasing the number of street trees and green spaces. Respondents noted the potential benefits with regards to safety, biodiversity and the creation of more welcoming spaces.

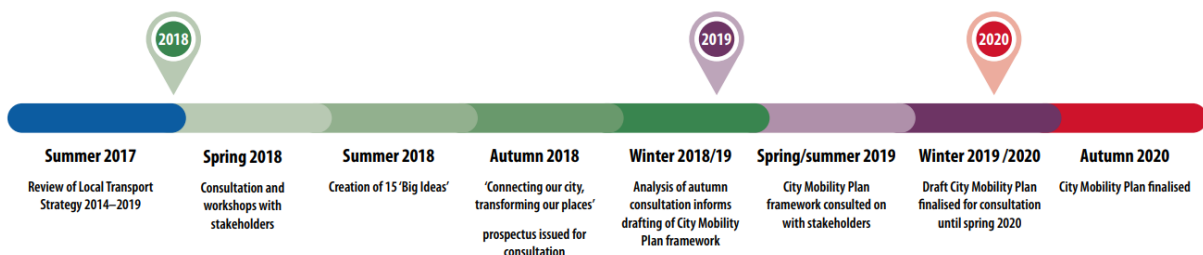
- The expansion of Car Club operations was identified as a realistic enabler to reducing car dependency in some areas of the city.
- The cost of on-street parking was mentioned in 66 open-text responses. Although there was a mixed sentiment towards different parking strategies, respondents raised concerns about the potential impacts on lower income households.
- Some respondents and attendees to the public drop-in events remarked that the plans could have been presented in a simpler, more accessible way to facilitate greater understanding across the whole suite of actions.

2 Background

- 2.1.1 Edinburgh's City Mobility Plan (CMP) was agreed by Transport and Environment Committee in February 2021. It will help people make sustainable choices about how they move around the city, through improving walking, wheeling and cycling options and creating better links to public transport.
- 2.1.2 The Council is already delivering or working to deliver the key measures agreed within the CMP, some of which are listed below:
- Developing the case for a tram link between Granton and the Royal Infirmary.
 - Delivering a largely car free city centre.
 - The 20-minute neighbourhood strategy.
 - The city centre Low Emission Zone (LEZ) is now in place and will be enforced from 1 June 2024.
 - Developing safe spaces which can allow people to make journeys walking, wheeling and cycling.
 - Upgrading the city's seven park and ride facilities.
 - The Workplace Parking Levy.
- 2.1.3 In addition to the above, the Council has an ambitious target to lower the number of kilometres travelled by car in Edinburgh by 30% and achieve Net Zero by 2030. Edinburgh is also committed to meeting Vision Zero, a target where there are zero fatalities or serious injuries on the road network by 2050.

2.2 Previous Consultations

- 2.2.1 CMP, together with Edinburgh City Centre Transformation (ECCT) and the LEZ, were extensively consulted on between 2018 and 2019. These were presented in a joint prospectus engagement paper 'Edinburgh: Connecting our City, Transforming our Places'. The prospectus explored 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. The CMP was also developed in parallel with the Council's City Plan 2030.
- 2.2.2 Further stakeholder engagement was carried out to identify the vision, objectives and the preferred policy measures of what was the first draft of the CMP. In January 2020, the Transport and Environment Committee agreed the draft CMP for consultation.



2.2.3 The 2020 consultation and engagement programme on the draft CMP resulted in some 1,800 representations. The consultation demonstrated positive support levels across all the proposals. Some of the key messages are outlined below:

- 66% of respondents supported the vision for 2025, which included setting up a plan to reallocate road space on all arterial routes to public transport, cycling and walking.
- 76% of respondents supported the delivery of segregated cycling routes on main roads.
- Regulation and enforcement of cyclist behaviour, together with the need for wider pavements, were amongst the most frequently raised issues, with a combined total of 81 open-text responses.
- 71% of respondents supported the introduction of shared transport options such as Car Club or bike hire.
- One of the issues most frequently raised was the transition to cleaner, electric buses, with a total of 48 open-text responses.
- 72% of respondents supported reducing levels of on-street parking as a demand management measure. 33 open-text responses referred to the importance of retaining parking for those with mobility issues.

2.3 Rationale for Consulting on 'Actions to Deliver Edinburgh's City Mobility Plan'

2.3.1 The consultation 'Actions to Deliver Edinburgh's City Mobility Plan' was necessary to gather insights from key stakeholders and members on the public on:

- i. How the Council should prioritise the delivery of measures, many of which have already been approved in CMP, to inform a place-based programme of investment across the city.
- ii. Capture feedback on the difficult decisions, challenges and trade-offs that will be required to deliver those actions within the constraints of limited street space.
- iii. Facilitate understanding of the interrelationships between the actions across each plan, identify any conflicts and maximise opportunities for alignment.
- iv. Identify any gaps across the plans that could have a critical impact on delivering the CMP objectives.
- v. Understand if the suite of measures is ambitious enough to deliver CMP objectives.
- vi. Identify any topics or issues that may be a particular concern amongst communities and stakeholders.

2.3.2 Similar to the process leading up to the approval of the CMP in February 2021, the outputs of this consultation will inform further development of the action plans prior to seeking approval from Transport and Environment Committee in early 2024.

3 Consultation and Engagement Activities

3.1.1 The consultation programme was developed in collaboration with officers across a range of departments, the Council's Consultation Advisory Panel, inputs from Transport and Environment Committee, other key stakeholders and the outcomes of an Integrated Impact Assessment. The programme included a number of activities involving both the general public and stakeholders:

- In-person and online stakeholder workshops and discussions;
- A public online survey;
- Drop-in events at public libraries and other community hubs;
- Focus groups with seldom heard and underrepresented audiences;
- Market research; and
- The development of a Consultation Information Pack to promote the consultation across community councils.

3.1.2 The consultation programme ran for 12 weeks from 17 April 2023.

3.2 Stakeholder Engagement

3.2.1 In-person stakeholder workshops were held at City Chambers during week starting the 17th of April, coinciding with the launch of the online survey on the Council's Consultation Hub. The full list of the organisations that were invited and those that attended can be found in Appendix D. The purpose of the workshops was to:

- Encourage attendees to reflect on the challenges, trade-offs and difficult decisions needed to support cleaner, greener, safer, more accessible and more efficient travel within the limited space available.
- Discuss the future priorities to deliver a largely car-free city centre building on the live projects that are at various stages of development.
- Engage in conversations regarding the key measures within the new action plans.

3.2.2 To allow stakeholders to reflect on the challenges of limited street space, an interactive street toolkit was developed. The toolkit is based on scaled foam board pieces that display different street mobility and placemaking options including, among others, bus lanes, stops and shelters; segregated cycling and cycle parking; footways and continuous footways; trees and green spaces; parking with EV charging and blue badge, loading bays and bin hubs.

3.2.3 At the workshops, the toolkit was used on two anonymised Edinburgh streets with distinct functions – a local shopping street and main road corridor. Using the toolkit pieces, stakeholders were given the opportunity to set up and discuss different street space allocation scenarios on the same street.

3.2.4 The exercise enabled stakeholders to easily identify the trade-offs and challenges involved in transforming Edinburgh's streets, as well as the need for different priorities depending on the location and function of individual streets.



3.2.5 Further discussions with stakeholders took place through a mix of in-person and online meetings as outlined below. The feedback received at these discussions and notes from the meetings can be found in Appendix E:

- Two workshop sessions were organised and facilitated by Councillor Kayleigh O'Neill themed as 'Disability and the City Mobility Plan'. The workshops took place on the 30th of June 2023.
- The new action plans and Future Streets framework were presented to the Urban Design Panel on the 25th of May 2023. The presentation was followed by a discussion session where members of the panel expressed their views about the proposals.
- An online briefing with the Edinburgh Association of Community Councils and new Town Broughton Community Councils. Further to this, all community councils were offered a briefing session in addition to the Consultation Information Pack.
- An online session took place with the Local Community Planning Partnership on the 23rd of June 2023.
- Two online sessions with Council officers from different disciplines took place on the 22nd and 27th of June 2023.
- An online session with the Edinburgh Development Forum took place on the 27th of June 2023.

- An in-person specific workshop focused on the Air Quality Action Plan (AQAP) was held by the Council on the 7th of June 2023 at the City Chambers. The AQAP is also subject to statutory consultation. As such, 29 formal letters were sent to relevant statutory consultees on the 30th of May 2023. The full list of consultees and responses can be consulted in the relevant appendix.
- Additional sessions were held with various key stakeholders relevant to each of the new action plans throughout the duration of the consultation programme.

3.3 Online Survey and Market Research

3.3.1 The purpose of the online survey was to give the general public and stakeholders an opportunity to engage with the whole suite of proposals. In doing so, the aim was to:

- Establish a sense of priority across the new action plans.
- Identify the level of support for the difficult decisions required to deliver the action plans within the constraints of limited street space. These include, among others, the potential impacts to different ways of travelling, reduction or removal of through traffic and the likely need to reduce kerbside parking.

3.3.2 The questions within the online survey were presented under the following themes:

Improving local travel for walking and wheeling

Delivering a joined-up cycle network

Delivering improvements to our public transport networks

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Delivering liveable neighbourhoods

Improving our public transport and active travel corridors

Delivering vibrant shopping streets

Supporting the journey to net zero and cleaner air

3.3.3 Members of the Transport and Environment Committee were invited to review the content of the online survey and provide feedback through an online session on the 24th of February 2023. Comments were considered and a further review session was held on the 30th of March 2023 prior to launching the online survey on the 17th of April 2023 for a period of 12 weeks.

3.3.4 Lessons learned from previous consultations identified that the demographics of survey respondents may not always be representative of the demographic profile of the city. To address this, a market research exercise was carried out in parallel to the online survey.

3.3.5 The market research exercise was undertaken online over a 2-week period using the same questions as the online survey. Quotas were set on gender, age and social demographic groups with the final dataset weighted against Edinburgh's demographic profile.

3.4 Focus Groups

- 3.4.1 The IIA work for CMP and action plans identified key groups that are most likely to be impacted by mobility issues in the city, many of whom experience inequalities.
- 3.4.2 Focus groups with seldom heard and underrepresented audiences were carried out in parallel to the online survey. These groups are unlikely to participate in consultation exercises and may be hard to reach.
- 3.4.3 The groups identified were:
- Those experiencing poverty
 - Rural communities
 - Women
 - Children and young people
 - People with mobility issues
 - People living with a non-mobility related disability including neurodivergent people
 - The ageing population
- 3.4.4 The final groups selected are outlined in Table 1 below. A 90-minute online workshop was held for each group, with a maximum of 6 attendees per session. Following the detail of the online survey, each group was given the opportunity to choose up to 4 topics for a more detailed discussion.
- 3.4.5 Participants were recruited through a detailed screening process to ensure they met the agreed specification for each group and were offered an incentive for their collaboration.

Table 1 Focus Groups

<p>Group 1 Those Experiencing Poverty Gender Mix 22 to 45 years old</p>	<p>Group 2 Those Experiencing Poverty Gender Mix 45 to 65 years old</p>
<p>Group 3 Rural Communities Gender Mix Age Mix Living in specific parts of the Council boundary, e.g.: Ratho</p>	<p>Group 4 Women 22 to 45 years old At least half to be living alone At least half to regularly travel early / late (in the dark)</p>
<p>Group 5 Women 45 to 65 years old At least half to be living alone At least half to regularly travel early / late (in the dark)</p>	<p>Group 6 Parents of Children Under 12 Gender mix Age mix Living with children under 12</p>
<p>Group 7</p>	<p>Group 8</p>

<p>Young People Gender Mix 16 to 21 years old Mixed of full-time education and working</p>	<p>Older People Gender Mix 65+ years old Mixed of retired and working Includes people with mobility issues</p>
<p>Group 9 People with Mobility Issues Gender Mix Under 65 years old Mobility issues – various types and levels of severity</p>	<p>Group 10 Other People with Disabilities Gender Mix Age mix Non-mobility related disability</p>

3.4.6 Further details of the materials used at the focus groups, the methodology and attendance are provided in Appendix C.

3.5 Public Drop-In Events

3.5.1 A series of in-person public drop-in events at public libraries and community hubs across the city was undertaken over a four-week period as shown in the map below. The events offered members of the public and stakeholders a chance to discuss the new action plans and the online survey with the consultation team.

3.5.2 The public drop-in events represented a good opportunity to promote and gain feedback on the online survey questions. Attendees were also given the opportunity to discuss local issues and how they relate to the new plans.

Figure 1 Public Drop-In Events

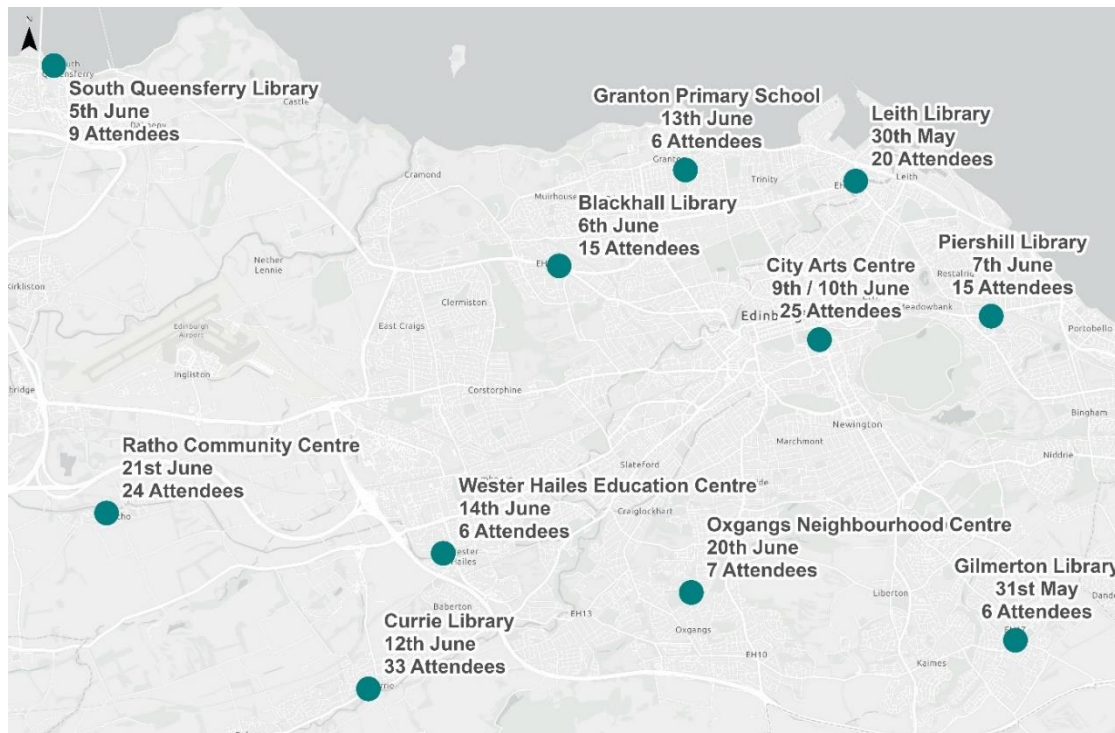


Figure 2 Leith Library



3.6 Consultation Information Pack

3.6.1 A Consultation Information Pack was developed with some community council representatives in order to provide members across community councils with supporting information to facilitate discussion prior to completing the online survey. The aim of the information pack was to:

- Provide an overview of the challenges the city faces and why change is necessary, including growth and development projections, the climate emergency, public health and policy targets.
- Provide a comprehensive summary of the whole suite of proposals including the new action plans and the Future Streets framework.

3.6.2 The information pack that was issued to community councils is included in Appendix G.

3.7 School Engagement

3.7.1 A workshop was held at Craigmount High School on the 22nd of June in order to raise awareness of the five action plans among the younger demographic and to give them an opportunity to contribute their priorities in relation to Edinburgh's future streets. In total, 27 pupils aged between 11 and 15 participated in the workshop. The toolkit was used to allow the pupils to design streets of their own while considering the challenges of limited street space.

3.7.2 The feedback received from the pupils included the importance of making the journey to school safer by reducing traffic speeds and providing more convenient crossing opportunities. The pupils were also keen to see more greening along their usual routes to and around the school.

- 3.7.3 The Council will continue engaging with schools as the plans develop to ensure children and young people have meaningful opportunities to shape and develop projects.

3.8 Communications and Promotion

- 3.8.1 To raise awareness of the consultation programme and the online survey, the Council's Communications team delivered a range of promotional activities. These included paid and own channel social media, radio, bus and Google advertising, lamppost wraps, posters and flyers, press releases and opinion articles. Further details are provided below and a more comprehensive overview is provided in Appendix H

- The paid media campaign delivered just over 3.5 million impressions across Edinburgh and over 15,000 clicks to the Council's website. Facebook and Instagram delivered the highest click-through rate of all the channels, creating good engagements in terms of comments, save and shares.
- Adverts on buses ran from 12th of June to beyond the consultation closing date.
- A 30-second advert ran on Forth Radio over 14 days from the 5th of June. An additional 30-second advert ran on Spotify throughout June targeting all adult Spotify users geotargeted to Edinburgh.
- Paid Facebook and Instagram newsfeed adverts targeted all adult users geotargeted to the City of Edinburgh Council region. The adverts ran in two segments, from the 22nd of May to the 4th of June and from the 12th of June to the 25th of June.
- The Council's owned activity centred on organic social media activity and lamppost wraps, posters and flyers to encourage traffic to the in-person drop-in events that were held across the city. Altogether, the organic social posts reached over 350,000 users generating just under 4,000 engagements.
- Edinburgh Evening News published a piece on key live consultations in Edinburgh, with 'Actions to Deliver Edinburgh's City Mobility Plan' listed as number one. In addition, the Council's Transport and Environment Convener mentioned the consultation in an opinion article published by the newspaper.
- C&B News, which is a volunteer-led publication, published various localised press releases.
- Other representative bodies, such as the Federation of Small Businesses (FSB) and the Edinburgh Partnership, also helped promote the consultation through their own channels.

4 Outputs of the Stakeholder Workshops

4.1.1 This section reflects on the outputs of the three stakeholder workshops carried out during week starting the 17th of April 2023. A full write up of the workshops, including the stakeholders that were invited and those who attended, can be found in Appendix D. The appendix also shows the materials used for each of the workshop activities.

4.2 The Challenges of Limited Street Space

4.2.1 The first part of the workshops encouraged attendees to think about and discuss the challenges of transforming Edinburgh streets within the constraints of limited space. This exercise was based on two anonymised streets with distinct functions – a main road corridor and a shopping street.

Main Road Corridors

4.2.2 These are the roads and streets that provide the key access points into and around Edinburgh and, as such, have a dominant movement function. Main roads accommodate all types of traffic, as well as parking, and are also places where people live.

4.2.3 There was consensus among stakeholders that aiming to provide for all transport modes where space is constrained should be avoided. Any decision about the prioritisation of specific modes should be location specific.

4.2.4 While there was general agreement that parking could be removed from at least one side of the road, it was suggested that a one-size-fits-all approach may not be adequate. This was felt to be particularly relevant where there is a need to maintain loading and servicing provisions, blue badge parking and where residents do not have access to driveways.

4.2.5 In addition to the above, stakeholders noted that reducing parking provision should not involve mass displacement of parking to side streets.

4.2.6 Floating parking was raised by stakeholders as challenging to navigate for the elderly, those with mobility issues and people with children. However, it was also noted that where cycling is a priority, floating parking may be preferred.

4.2.7 With regards to street space allocation, stakeholders were firmly opposed to narrowing footways to create more space for buses and cyclists.

Shopping Streets

4.2.8 Shopping streets are key destination places in Edinburgh, but they are also the locations where limited street space is the greatest constraint. Shopping streets have high levels of people walking and wheeling, while also providing important active travel and public transport links.

4.2.9 Shopping streets generally include kerbside parking and no dedicated cycle or bus provision. Pavements are often narrow and cluttered with street furniture that limits the space available for people walking and wheeling.

4.2.10 Difficult choices will be required when allocating street space as improving the footway environment will likely limit available space for bus lanes, segregated cycling and other important street operations. However, improving our shopping streets is critical to creating vibrant spaces that people want to visit.

Figure 3 Edinburgh shopping streets as presented at the stakeholder workshops



- 4.2.11 There was consensus among stakeholders that shopping streets are a key destination in Edinburgh and, as such, their place function should be prioritised. Stakeholders recognised that wider footways free from obstacles are essential to create an accessible and pleasant environment for everyone.
- 4.2.12 Stakeholders supported the removal of parking from shopping streets to enhance their place function. However, they noted that provision for loading and servicing, as well as blue badge parking would be critical. Further to this, it was suggested that, where possible, deliveries should be consolidated to reduce loading pressures.
- 4.2.13 In addition to the above, stakeholders mentioned that some businesses may call for retaining parking for customers. They agreed, however, that bus and cycling should be prioritised over private car access. Maintaining good transport accessibility to these streets was considered paramount.
- 4.2.14 The use of bus gates and other measures for reducing through traffic and traffic speed could mean that cyclists can share the space with general traffic. This could provide more space for walking and wheeling. It was noted, however, that potential displacement of traffic should be taken into consideration.

4.3 The Vision for the City Centre

- 4.3.1 The above was followed by a discussion about the future priorities to deliver a largely car-free city centre. Stakeholders were provided with an introduction to the projects that are currently live at various stages of development as per the map below.

Figure 4 City centre live projects as presented at the stakeholder workshops



- 4.3.2 The Bridges Corridor was consistently identified as a priority for change. The street environment was noted as unpleasant to all users due to its narrow and cluttered footways and the large volumes of people walking and wheeling. This causes overflows onto the carriageway in a street with high volumes of moving buses and general traffic.
- 4.3.3 In addition to the above, stakeholders noted that the Bridges Corridor was one of three main north-south routes through the city centre together with the Mound and Lothian Road. The introduction of restrictions in one of them could displace traffic onto the others.
- 4.3.4 Another major gap identified across the city centre was Queen Street. The importance of retaining its historical value was mentioned and stakeholders suggested the road merited a project aimed to reduce the volume of traffic.
- 4.3.5 There was general agreement among stakeholders that Cowgate also presents a challenging street environment and should be a priority for future interventions. The potential for antisocial behaviour and women safety were noted as key issues by stakeholders.
- 4.3.6 When steered to think holistically, stakeholders recognised the value of linking all major projects together to create a coherent network. This should be supported by the introduction of traffic restrictions per area rather than looking at streets in isolation. One of the specific examples discussed in this regard was the area within Lothian Road, King's Stables Road, West Port and East Fountainbridge.
- 4.3.7 In addition to the introduction of operational changes, parking and traffic restrictions, improvements to these areas could include better lighting and increased wayfinding.

4.4 Action Plan Priorities

- 4.4.1 The last exercise of the workshops focused on developing a sense of priority across some of the key measures within the new action plans. Attendees were given the opportunity to participate in three out of five revolving tables, each of them corresponding to one action plan.
- 4.4.2 The outputs of these discussions are summarised below.

Air Quality

- 4.4.3 Stakeholders suggested the decarbonisation of both public transport and commercial fleets through electric and hydrogen-fuelled vehicles should be a priority. They felt that this could have the largest impact in meeting air quality targets, particularly in the city centre.
- 4.4.4 With regards to electric vehicles, stakeholders raised concerns about the potential equality issues associated with the cost of transition.
- 4.4.5 Stakeholders generally noted that the LEZ restrictions currently in place already feel outdated and could possibly be stricter.

Making Our Streets Accessible for Everyone

- 4.4.6 Facilitators encouraged stakeholders to reflect about the measures presented in the online survey to make streets accessible for everyone and what their priority location should be. The posters used to steer the discussion are shown below.
- 4.4.7 Stakeholders selected the enforcement of the pavement parking ban as the highest priority. However, it was recognised that different groups of people will have different priorities.
- 4.4.8 More specifically, stakeholders suggested that dropped kerbs should be improved whenever other street works are carried out including resurfacing. In addition, they felt that tackling street clutter should be a key priority to aid accessibility.
- 4.4.9 In terms of location, some stakeholders felt that neighbourhoods and shopping streets should be prioritised over the city centre. This was largely due to the number of existing projects already underway in the city centre. However, there was no overall consensus.

Figure 5 Posters for Making Our Streets Accessible for Everyone



Junctions and Crossings

- 4.4.10 Stakeholders were invited to comment on the Princes Street / Charlotte Street and the Tollcross junctions as examples of challenging junctions for vulnerable road users. The key discussion points were the allocation of road space, the prioritisation of different modes and any changes that could improve the junctions for those walking, wheeling, cycling and moving around on public transport.
- 4.4.11 Stakeholders acknowledged that both junction examples discussed give priority to motorised traffic, with long waiting times for pedestrians and unattractive environments for cyclists.
- 4.4.12 To solve this, stakeholders supported changes to signals to provide increased priority for pedestrians. Stakeholders were also supportive of widening footways and reducing the number and width of traffic lanes.

Parking

- 4.4.13 Stakeholders were invited to discuss the future of parking in the city, the transition to electric vehicles and the implementation of electric vehicle charging infrastructure. Another key point of discussion was the role that Car Club has to play in reducing the need for people to own a private vehicle.
- 4.4.14 Stakeholders generally agreed that the overarching goal should be to reduce regular on-street parking, particularly in areas with good public transport or Car Club provision, or where alternative off-street parking is available.
- 4.4.15 It was suggested that in combination with proposals to reduce on-street parking in shopping streets, measures to better manage parking demand locally may be required, including variable pricing strategies.
- 4.4.16 Stakeholders suggested the potential to repurpose some of the existing off-street car parks. For example, Castle Terrace was specifically mentioned as a key attractor of car trips into the city centre.

Public Transport

- 4.4.17 Stakeholders were presented with a map of the existing network of bus lanes operating in the city. They were then invited to discuss the extension of bus lane operating hours to a 7-7-7 model¹, as well as the need for introducing additional bus lanes and the distance between bus stops.
- 4.4.18 Stakeholders generally agreed with the concept of 7-7-7 bus lanes. Consistency across corridors and coherent messaging were recognised as crucial for its implementation, alongside effective enforcement.
- 4.4.19 Stakeholders suggested that implementing 7-7-7 bus lanes could deliver additional benefits for cyclists. The rationale was that it would be safer for cyclists to be in bus lanes with extended operating hours rather than in general traffic lanes.
- 4.4.20 While it was noted that increasing the distance between individual bus stops could reduce bus journey times, it could have a negative impact on accessibility. This was noted as being particularly relevant for the elderly, those with mobility issues and people travelling with children.

¹ A 7-7-7 model means bus lanes are in operation 7 days a week from 7am to 7pm.

5 Online Survey Findings

- 5.1.1 The online survey was live for 12 weeks and received a total of 2,955 responses. 2,176 respondents of the online survey commented on the open-text box available at the end of the survey. In addition, there were 56 written submissions from stakeholder organisations.
- 5.1.2 Whilst there were differences in the responses between all age categories, these were significantly more pronounced for respondents over 45 years old. 43% of respondents were in the age group between 45 and 64 years old, which is not representative of the overall demographic profile of the city.
- 5.1.3 Respondents who indicated they drove in the last month were consistently less supportive in the measures presented in the online survey compared to those who did not drive.
- 5.1.4 The nature of the feedback received through the open-text responses tended to focus on practical, operational, local and behavioural issues associated with the measures presented in the survey.
- 5.1.5 The detailed analysis of the responses is presented in Appendix A. This chapter the overall sentiment of the responses with regards to geography and the demographic profile of respondents.

5.2 Geographies

- 5.2.1 Respondents to the online survey were asked to provide postcode data. Using this data, some insights regarding the results across different areas of the city were developed.

West Edinburgh

- 5.2.2 In general, respondents in West Edinburgh – EH4 and EH12 – were less supportive of the proposals presented in the online survey. The total number of responses within these postcodes was 630.
- 5.2.3 With regards to investigating some more restrictions to through traffic in the city centre (over and above those already agreed in Edinburgh City Centre Transformation), support within West Edinburgh fell to 33% from an overall 47%. Similarly, support for introducing a targeted reduction in kerbside parking within the city centre fell to 34% from an overall 48%.
- 5.2.4 With regards to cycle infrastructure, support for the proposed expansion of the cycle network, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route, fell to 36% within West Edinburgh from an overall 51%.
- 5.2.5 51% of respondents within West Edinburgh indicated that the extension of bus lane operating hours, to 7am to 7pm seven days a week, was not important at all to provide faster and more reliable bus services. This percentage for the overall survey was 36%.
- 5.2.6 In total, there were 482 open-text responses submitted by respondents within West Edinburgh. Some of the comments within these responses, which could help understand the lower levels of support, referred to cycling (215 comments), public transport (155 comments) and Corstorphine (80 comments). More specifically:
 - In total, 18 respondents mentioned the perceived negative impact that the new cycle lanes in Roseburn, delivered as part of City Centre West East Link (CCWEL), are having on motorised traffic. Respondents also referred to the disruption caused by the construction works for CCWEL and the design of the cycle lane itself.

- However, 68 open-text responses included positive comments towards the new cycle lanes. Some of them noted the potential benefits of extending the cycle lanes further west across the A8.
- Of the 155 respondents who commented on public transport, 147 (94%) indicated that they felt public transport provision in the area should be improved.
- Overall, there were 80 negative comments regarding the recent through traffic restrictions implemented in Corstorphine. However, some respondents were keen for the Council to be more ambitious in pursuing this approach on other residential areas.

Leith

5.2.7 Leith was mentioned in 226 different open-text responses, 114 of which indicated that they lived in the either EH6 or EH7. Leith Walk, specifically, received a total of 160 comments expressing concerns about:

- The quality of the new cycle lanes introduced as part of Trams to Newhaven.
- The safety and accessibility of footways.
- The interactions between people walking, wheeling and cycling, as well as cars turning left onto side streets from Leith Walk.

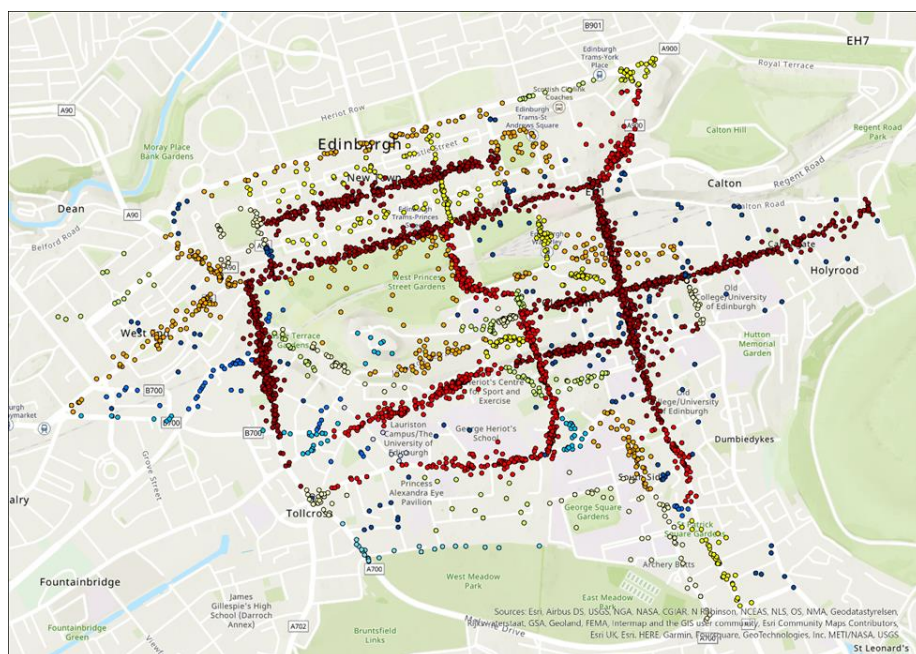
5.2.8 A selection of these comments can be found in Appendix A.

5.3 The City Centre

5.3.1 The online survey offered respondents an opportunity to indicate if there were any additional streets in the city centre that should be prioritised for reducing through traffic. This was a map-based question that allowed respondents to drop up to 3 pins on the streets of their choice.

5.3.2 The heat map below shows the distribution across the city centre of the total of 2,178 pins that were dropped as part of the online survey.

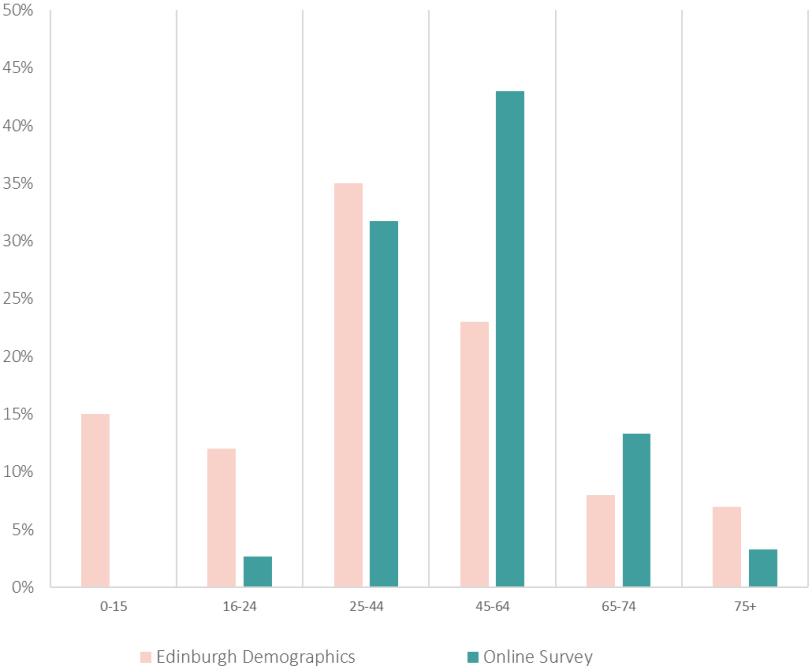
Figure 6 Heat Map of Priorities for Reducing Through Traffic in the City Centre



5.4 Demographics

5.4.1 As noted above, and shown in Figure 6 below, 59% of respondents to the online survey were between 45 and 74 years old, whereas only 35% of respondents were under 45. The levels of support from respondents over 45 were consistently lower. This was also observed in the results of the market research exercise.

Figure 7 Demographic Profile of the Online Survey



5.4.2 The age difference was even larger for women, with 65% of female respondents between 45 and 74 years old and only 33% under 45. While responses from men and women were generally similar, the level of support from women to some of the proposals was notably lower.

5.4.3 For example, the overall support for the proposed expansion of the cycling network, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route, was 51%. However, support from women went down 48%, compared to 57% support from men.

5.4.4 While 54% of men supported investigating some more restrictions to through traffic in the city centre (over and above those already agreed in Edinburgh City Centre Transformation), support across women Went down to 43%. Similar differences were observed for the potential reduction of parking on main roads and shopping streets.

5.4.5 As noted above, while these differing responses may indicate varying levels of support of the measures between men and women, it is likely that the differing age profiles are also impacting the results.

5.4.6 More detailed insights from women and other seldom heard and underrepresented groups are presented in Chapter 6.

5.5 Driver Responses

- 5.5.1 70% of the respondents to the online survey indicated that they drove a car and/or a van to travel around Edinburgh in the last month. This percentage is consistent with the level of car ownership in Edinburgh, which is 69%².
- 5.5.2 43% of those who drove in the last month supported the proposed expansion of the cycle network, which is to ensure every household is within 250 to 400 metres of a high-quality cycle route. This compared to an overall support of 51% and a 68% support amongst those who did not drive in the last month.
- 5.5.3 Similarly, 38% of those who drove in the last month supported the investigation of restrictions to through traffic in the city centre. This compared to a 71% support amongst those who did not drive in the last month.
- 5.5.4 In relation to a reduction of parking in main roads, 42% of those who drove in the last month supported this, compared to 76% support amongst those who did not drive in the last month. Similarly, 41% of those who drove in the last month supported reducing parking on shopping streets, compared to 75% support amongst those who did not drive in the last month.
- 5.5.5 Although the online survey did not provide further insights into the driving patterns of these respondents, close to or above 40% of those who drove in the last month still supported the measures that could potentially have the biggest impact on motorised traffic.

5.6 Stakeholder Responses

Active Travel Stakeholders

- 5.6.1 In total, five active travel stakeholders provided a response to the consultation – Sustrans Scotland, Cycling Scotland, Paths for All, Spokes and Living Streets. The responses of both Spokes and Living Streets have been summarised below. The full responses can be found in Appendix E
- 5.6.2 **Spokes** submitted a written response which largely focused on the actions contained in the new Active Travel Action Plan (ATAP), touching only lightly on the other action plans. Their response was generally supportive, although they felt that the plans could be more ambitious. The key points in their submission have been highlighted below.

Table 2 Extracts from the submission by Spokes

Topic Area	What Spokes said
Need for a ‘carrot and stick’ approach to demand management	<i>“A combined carrots / sticks approach, with demand management including forms of charging, is vital. We are very concerned that the draft CMP delivery plans, such as PTAP [Public Transport Action Plan]³, ATAP and the Parking Action Plan are inadequate in not integrating this issue sufficiently”</i>
Joining up the cycle network with public transport	<i>“This section [new draft ATAP Chapter 4] covers rail only but should also include cycle parking at bus & tram stops, as well as safe and attractive routes to them”</i>

² Scottish Government data: statistics.gov.scot : Road Vehicles 2021

³ Clarifications have been added across the tables using brackets where additional context was needed.

Topic Area	What Spokes said
Bus lanes should not be a part of the primary cycle network	<i>“Bus Lanes are better for confident cyclists than are all-traffic lanes, but many novice and potential cyclists, and many parents with children, still find them too daunting to use”</i>
Enforcement of pavement parking and speed limits	<i>“Enforcement is vital for safe and convenient travel by bike. The existing level of blatant and illegal or antisocial parking on footways and cycleways, in particular, is a source of endless complaint and danger”</i>
Catering for bikes on public transport	<i>“Bikes on buses, especially for longer-distance and rural routes, needs included to cater for and encourage joined-up bus/bike travel. In particular, we urge a review by Lothian family company bus services, noting the successful bike-carriage schemes by Borders Buses and Ember”</i>

5.6.3 The written response from **Living Streets** focused on the measures contained in the new ATAP, Road Safety Action Plan (RSAP) and Parking Action Plan (PAP). Their response was generally supportive of the new plans but highlighted the need for specificity and ambition. Some of their key points are outlined below.

Table 3 Extracts from the Submission by Living Streets

Topic Area	What Living Streets said
Enforcement of parking controls	<i>“The Plan [PAP] gives no insight into how enforcement of the new bans on parking on the pavements and on dropped kerbs will take place outwith the Controlled Parking Zones (where there are currently no attendants)”</i>
Further improvements to walking / wheeling conditions	<i>“Our main concern with this section [Chapter 4, ATAP] is that there is no general commitment to widen footways: the Plan only appears to address ‘pinch points’. We want to see a commitment to meet Edinburgh Street Design Guidance (ESDG) standards at least in High Streets / ‘strategic priority’ streets - and not just ‘absolute minimum’ standards”</i>
Driver behaviour	<i>“There needs to be more emphasis on tackling antisocial and aggressive driving, rather than almost entirely focussing on cycle infrastructure. Cyclists and pedestrians have strong common cause in reducing traffic danger, and this cannot be tackled by street design alone”</i>

Topic Area	What Living Streets said
Monitoring and evaluation of action plans	<i>“We are disappointed that there is no review of to what extent the previous ATAP was delivered: including what wasn’t and why? We have been frustrated over many years over the repeated failure to implement ‘priority actions’ for walking (such as improving pedestrian routes to bus stops and installing dropped kerbs)”</i>
Level access crossings for pedestrians	<i>“There should also be a commitment to raise pedestrian crossings to be at grade for pedestrians rather than for traffic wherever possible. This would improve both the safety of crossing activity and the perceptions of safety by more vulnerable pedestrians”</i>

Equality Groups

- 5.6.4 In total, ten equality groups submitted a written response to the consultation – RNIB, Edinburgh Access Panel, HcL Handicabs Lothian, Home Royals House Residents Association, Portobello Older Peoples Project, Sticking Up for Your Rights, Let Our Voice Be Heard, Positive Help, Surging Ahead and A Place in Childhood. The full responses can be found in Appendix E
- 5.6.5 The response from **RNIB** was generally positive towards the proposals, although highlighted the importance of bringing further attention to accessibility throughout.

Table 4 Extracts from the submission from RNIB

Topic Area	What they said
Reducing street clutter and installing tactile paving	<i>“Clear, unobstructed pavements are essential to enable blind and partially sighted people to navigate streets and public spaces independently and with confidence. There is a need to carefully examine where electric vehicle charging points will be located as the need for them increases. This includes consistent standards so that charging points do not create footway obstructions”</i>
Cyclist and pedestrian conflict	<i>“Near misses, anxieties or worries about cyclists travelling too close to pedestrians can be avoided if there are clear physical separators between cyclists and pedestrians”</i>
Accessible on-street parking	<i>“Kerbside parking as well as other accessible parking space, is crucial for blind and partially sighted people particularly if they require sighted assistance to and from a vehicle to the entrances of destinations”</i>
Accessibility measures around public transport	<p><i>“There is a need for environments and transport modes to incorporate best practice in accessibility such as:</i></p> <ul style="list-style-type: none"> ▪ <i>Physical features such as tactile paving, detectable kerbs, handrails, lifts, clear routes, step-free access;</i> ▪ <i>Visual clarity: Clear signage and markings, colour contrast;</i> ▪ <i>Audio design: Accurate, frequent, and clear audio announcements on buses and trains”</i>

Topic Area	What they said
Views on bus stop design	<i>“Designs such as the bus stop bypasses and bus stop boarders emerging in parts of Edinburgh (and elsewhere) cause anxiety for blind and partially sighted people”</i>

Public and Shared Transport Operators

- 5.6.6 In total, five public and shared transport operators submitted a response to the consultation – Lothian Buses, Stagecoach East Scotland, Seven Sevens Private Hire, Uber and Enterprise Holdings. The full responses can be found in Appendix E
- 5.6.7 The response from **Lothian Buses**, which focussed on the actions contained within the PTAP, was supportive of the measures.

Table 5 Extracts from the submission from Lothian Buses

Topic Area	What they said
New developments	<i>“New developments can only be served efficiently if operators are involved from the start and any potential new bus routes, extensions or rerouting can be provided for, through delivery of the correct infrastructure”</i>
Better enforcement	<i>“However, before additional bus lanes are sought, the priority must be to use existing policy to enforce current measures”</i>
Decarbonising the bus fleet	<i>“Over the next 12 years the fleet will transition to zero emission technologies and our environmental footprint, particularly in the city centre will significantly lessen”</i>

- 5.6.8 In addition to public and shared transport operators, **Edinburgh Bus Users Group (EBUG)** submitted their own written response. They focussed on the actions contained within PTAP, with some more general comments on the other action plans.

Table 6 Extracts from the submission from EBUG

Topic Area	What they said
Floating bus stops	<i>“We also agree that Floating bus stops undermine the confidence of some bus users, especially blind people, to the extent that some people will avoid using them altogether”</i>
Reducing journey times for buses	<i>“Preventing parking at bus stops, and improving the bus-footway interface, would generally improve boarding times; as would the elimination of bus bays (especially if linked to installing bus boarders). That is the kind of ‘realignment supporting faster journey times’ that we support”</i>

Topic Area	What they said
Park and ride infrastructure	<i>“We recognise the role of Park & Ride in the transport mix. However, sometimes it is seen as a panacea. It is often forgotten that there are already many thousands of P&R spaces, both rail and bus-based, around Edinburgh. Existing P&R need to be better sign-posted”</i>
Street Design Guidance	<i>“We would like to see a clear commitment that whenever the Edinburgh Street Design Guide is updated, proposed changes which may impinge on bus use are clearly flagged in advance”</i>

Community Representatives

5.6.9 In total, eight community councils provided a written response – Grange and Prestonfield, Southside, Sighthill, Broomhouse & Parkhead, Morningside, Murrayfield, New Town and Broughton, West End and Cramond & Barnton. Their full responses can be reviewed in Appendix E It should be noted that while the listed community councils submitted responses, additional community councils contributed to the consultation exercise by participating in the stakeholder workshops and attending their local public drop-in event.

5.6.10 **West End Community Council, New Town and Broughton Community Council, and Cramond & Barnton Community Council** submitted more extensive responses which have been summarised below.

Table 7 Extracts from the submission from the West End Community Council

Topic Area	What they said
Competing demands between movement and place	<i>“The CMP does not sufficiently recognise the competing demands between MOVEMENT and PLACE. The plan contains 39 MOVEMENT policy measures, and only 7 PLACE measures. Of the place measures only one action is proposed to address through traffic – a low traffic neighbourhood”</i>
Consideration of West End LTN	<i>“Due to the issues with high volumes of through traffic the West End should be selected for a low traffic neighbourhood (LTN). If the West End is not selected then the CMP, and associated action plans, offer nothing to address the issues of through traffic in the West End.”</i>
Implementing the Street Design Guide on existing streets	<i>“The action plans only look to apply the Edinburgh Street Design Guidance to new streets and those streets selected by the Council for changes. To address speeding the CMP and associated action plans need to include actions to apply this guidance to existing residential streets where mean speeds are greater than 20 mph”</i>

Table 8 Extracts from the submission from the New Town and Broughton Community Council

Topic Area	What they said
Improving pedestrian environment, but with some caveats	<i>"Maintenance of footpaths is critical to ensure that they provide a safe place for people to be walking around the city... Likewise, there is no point building wider footpaths if the Council subsequently grants table licences to businesses to allow them to use this space for commercial purposes, especially in busy areas where the 3m minimum width should be respected at all times"</i>
Tackle cyclist behaviour	<i>"The lack of any restrictions on the speed of cyclists is a cause for concern which should be addressed in the Active Travel Plan especially where they are sharing space or in close proximity to pedestrians"</i>
Reviewing the current network of bus routes	<i>"We note that there is no mention of the promised network review of bus services. Until this review is undertaken there is a danger that the options identified will merely be tinkering around the edges of addressing the major issues with public transport"</i>
Enforcing parking and loading restrictions	<i>"The presence of bus lanes will only help if there is effective enforcement of the parking and loading restrictions already in place... During the time that these bus priority lanes are operating all loading, waiting and parking should be completely prohibited and rigidly enforced"</i>

Table 9 Extracts from the submission from the Cramond and Barnton Community Council

Topic Area	What they said
Branding	<i>"Currently, much of the current and proposed cycle network comprises railway paths, quiet streets, promenades and other such routes, used by both pedestrians and cyclists. While these will form part of the developing Edinburgh cycle network, they also are part of Edinburgh's walking network. If these are only 'labelled' as 'Edinburgh Cycle Network' routes, this may give cyclists the perception that they have priority, or sole use, on such routes, to the detriment of walkers' and others' safety and enjoyment"</i>
Introduction of new bus lanes	<i>"CBCC has reservations on the introduction of new of bus lanes on some sections of key highways. For example, CBCC would be likely to oppose any introduction of bus lanes on Queensferry Road between Blackhall and Barnton, due to carriageway limitations, increased traffic congestion and air pollution, additional costs to the City's economy, and displacement of traffic onto less suitable local routes (e.g. Whitehouse Road, through Davidsons Mains)"</i>
Extending the bus network	<i>"CBCC strongly supports the provision of a bus link(s), as part of a City-wide Orbital Bus Service, between Queensferry Road at Barnton, City and out-of-town bus services on the A8, the Gyle Retail Park and Edinburgh Park business complex, along with further link to services to the Airport and around the periphery of the City. More emphasis should be given to the proposed Orbital Bus Service within the PTAP"</i>

5.6.11 In addition to the written responses from community councils, there were a number of online sessions held with the Local Community Planning Partnerships and the Association of

Community Councils. As part of the sessions, members of these organisations expressed their views and concerns with regards to the proposal.

- 5.6.12 One of the key aspects they commented on was the need to ensure integration with City Plan 2030. They also highlighted the importance of establishing a sense of prioritisation across the proposals that enables a coherent decision-making process.

Neighbouring Local Authorities

- 5.6.13 Falkirk Council, Fife Council, East Lothian Council and Scottish Borders Council submitted a written response that can be reviewed in Appendix E

Local Activist Groups

- 5.6.14 Blackford Safe Routes, SW20, Mobilityways and Car Free Holyrood Park submitted a written response. Their full responses can be reviewed in Appendix E

Public Health

- 5.6.15 NHS Lothian submitted a written response that can be reviewed in Appendix E. The table below provides some key extracts from their response.

Table 10 Extracts from the Submission from NHS Lothian

Topic Area	What they said
Active Travel benefits	<i>“The health and environmental benefits of active travel are well researched and thoroughly documented and NHS Lothian supports the Council’s continuing work around making active travel choices easier choices for Edinburgh citizens.”</i>
Children and young people	<i>“NHS Lothian would welcome more focus on the changes in physical infrastructure that are needed around schools to enable more children and young people to travel independently to and from school, but also to enable them to travel safely more widely across the city. This independence and access is important for health and wellbeing but also an important action for poverty reduction.”</i>
Parking charges	<i>“There is an opportunity to ensure that any future pricing structure for vehicle use (including parking charges) takes into account the differential harm caused by different types of vehicles, with higher charges for larger, more polluting vehicles, including electric vehicles which continue to contribute to particulate pollution from tyre and break wear. It is important that such charges be reinvested directly into active travel and public transport improvements, and that this is clearly communicated with the public, as a method of reducing inequalities.”</i>

Education Providers

- 5.6.16 The University of Edinburgh was the only organisation that submitted a written response to the consultation. Their response, which makes reference to the university’s new Integrated Transport Plan (2023-30) can be reviewed in Appendix E

Table 11 Extracts from the Submission from the University of Edinburgh

Topic Area	What they said
Public cycle hire scheme	<i>“We remain supportive of the city continuing to investigate options to deliver a city-wide public cycle hire scheme. The former scheme was very popular amongst our students and staff, and we are grateful for the ongoing opportunity to provide an electric cycle hire scheme at some of our student residencies using the former Edinburgh Cycle Hire Scheme eBikes.”</i>
Orbital routes	<i>“We note that there is limited reference to the delivery of orbital public transport routes which are essential in connecting outlying employment areas such as BioQuarter, King’s Buildings, Western General and Easter Bush to residential areas of the city.”</i>
Affordability of public transport	<i>“We strongly urge that work to improve the affordability of public transport ticketing includes flexible reduced-cost ticketing for full time students.”</i>
Safety of vulnerable road users	<i>“The safety of vulnerable road users, notably cyclists, is a concern consistently expressed and identified as a barrier to more of our students and staff taking up cycling. In most cases the strategic road network provides the most direct and convenient routes to and between our campuses, yet this is where the majority of road collisions are occurring. We strongly agree that safe, segregated infrastructure is focused on the strategic road network.”</i>
Operational considerations	<i>“The University operates across 930,000 square metres of educational and residential estate and maintaining an estate as large as this creates complex operational challenges. We recognise we will need to flex and compromise, particularly in the City Centre Transformation Zone. It is however important to state that to continue our day to day operations, we will require vehicular access to be maintained to service our circa 550 properties on a 24/7 basis.”</i>

Businesses

- 5.6.17 Although key businesses organisations such as FSB and Edinburgh Chamber of Commerce (ECC) were invited to the stakeholder workshops and helped promote the online survey, they did not provide an organisational response to the consultation.
- 5.6.18 ECC, however, attended the stakeholder workshops and their feedback is reflected in chapter 4 and Appendix D
- 5.6.19 Four small servicing businesses submitted a written response to the online survey. The expressed concerns as businesses about the affordability of complying with the LEZ and the need to consider servicing provisions when introducing parking restrictions.

Heritage

- 5.6.20 Edinburgh World Heritage and the Cockburn Association submitted written responses to the consultation, which have been summarised below. Their full responses can be reviewed in Appendix D.

Table 12 Extracts from the Submission from Edinburgh World Heritage

Topic Area	What they said
The World Heritage Site	<i>“The creation of high-quality vision for a mobility plan for the whole of Edinburgh will create a positive image in the mind of the visitor and the general public alike as long as it’s OUV [Outstanding Universal Value] is actively conserved as part of any intervention.”</i>
Edinburgh Street Design Guidance	<i>“This includes road, streets and path surfaces but extends to street furniture, signage, and any new planting, as per Edinburgh Street Design Guidance. This considered approach should inform how streets are planned, designed, constructed, furnished, and maintained.”</i>

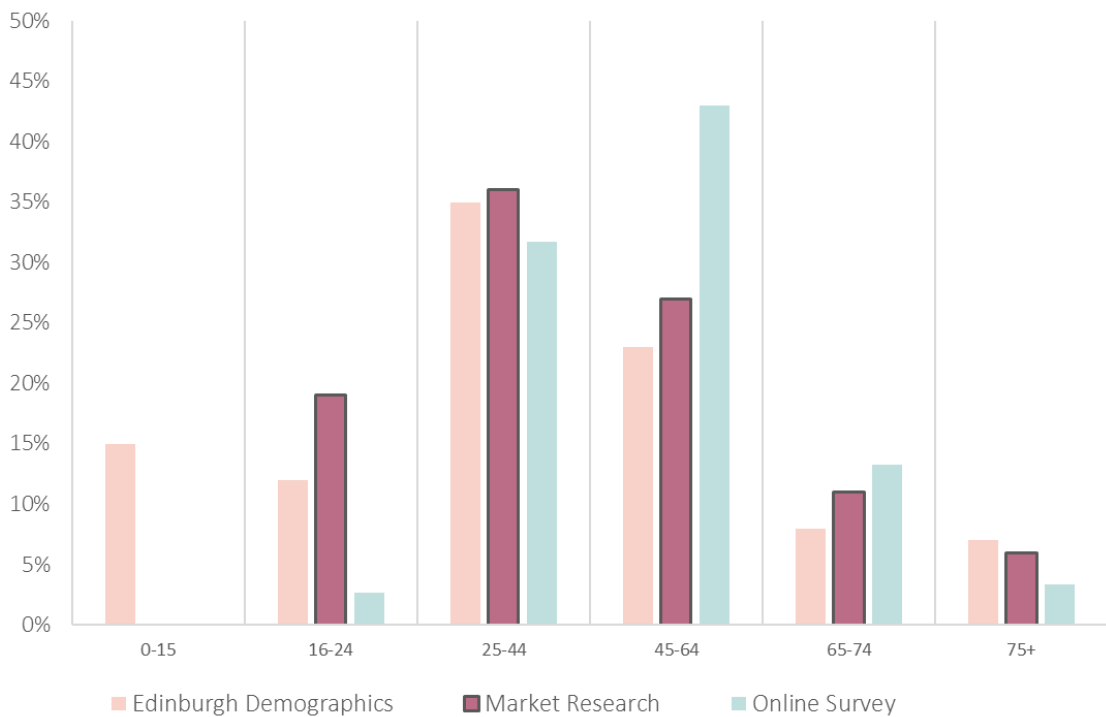
Table 13 Extracts from the Submission from the Cockburn Association

Topic Area	What they said
Maintenance and repair	<i>“Maintaining and repairing our existing streetscape and infrastructure must be the top priority all of 5 Action Plans and especially the existing pedestrian-focused infrastructure.”</i>
City Region	<i>“Many of the ambitions in these Actions Plans can only be fully achieved if a wider city region transport system is put in place using buses, trams, and rail where possible and pragmatic.”</i>
Bus lane restrictions	<i>“Given the limited amount of road space available and the “peaks and troughs” of different users’ needs, a more dynamic approach to bus lane restrictions is needed. This might add some initial confusion, but with adequate information and communication with users, this would be limited. Use of telematics on a wider scale would also help alleviate any confusion.”</i>
Cargo and adaptive bikes	<i>“Also, as efforts are made to accommodate more cyclists, cargo-bikes and disabled adapted bikes, actions to facilitate their use such as safe and secure street parking and charging points will also need to be prioritised.”</i>

6 Market Research Findings

- 6.1.1 Of the 2,955 responses to the online survey, 43% were in the age group between 45 and 64 years old. This is not consistent with the population profile of Edinburgh, with just 23% of residents in this age group. Only 3% of respondents to the online survey were in the age group between 16 and 24 years old. However, the population of Edinburgh in this age group is 12%.
- 6.1.2 A market research exercise was undertaken to provide a more comprehensive response based on a representative sample of Edinburgh's demographic profile. The exercise was based on the quantitative questions from the online survey. As such, the market research did not include the opportunity to provide an open text response.
- 6.1.3 The market research received 553 responses. The age profile of respondents and how it compares to the online survey and Edinburgh's demographic profile is shown below.

Figure 8 Demographic Profile of the Market Research



6.2 Summary of Outputs

- 6.2.1 Across the measures presented, the responses to the market research consistently demonstrated a higher degree of support compared to the online survey. While overall support was higher, there was a reduction in those selecting either 'strongly agree' or 'strongly disagree'. Given that the market research approach provides a 95% confidence level, these responses are considered to be more accurately reflective of the views of the adult population in Edinburgh.
- 6.2.2 While detailed analysis of the market research can be found in both Appendix A and Appendix B the table below compares the overall support to a series of measures between the online survey and the market research. As described above, overall support was consistently higher in the market research.

Question	Online Survey Overall Support	Market Research Overall Support
<i>To what extent do you agree with making junctions and crossings easier and safer to walk or wheel where this may result in impacts to other ways of travelling?</i>	52%	82%
<i>To what extent do you agree with the proposed expansion of Edinburgh's cycle network?</i>	51%	61%
<i>To what extent do you agree with investigating some more restrictions to through traffic in the city centre?</i>	47%	64%
<i>To what extent do you agree with introducing a targeted reduction in kerbside parking within the city centre?</i>	48%	60%
<i>To what extent do you agree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood?</i>	48%	62%

6.2.3 Across the market research, respondents aged over 45 were consistently more likely to disagree with the measures compared to those under 45. For example, only 43% of respondents over 45 supported the expansion of Edinburgh's cycle network, compared to a 75% of support amongst respondents under 45.

6.3 Personal Travel Mode Analysis

6.3.1 Sub-analysis into personal travel mode exposed some differences in the responses to some of the questions. These are outlined below:

- 14% of respondents indicated they used a bicycle in the previous month. They were significantly more likely to think that improving junctions was 'very important' compared to those using other modes of transport.
- Unsurprisingly, people who used a bicycle in the previous month were also significantly more likely to strongly agree with the proposed expansion of the cycle network, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route.
- Those with no cars in their household were significantly more likely to agree strongly to making junctions and crossings safer for walking and wheeling. Similarly, they were more likely to feel that implementing speed limits under 20mph was 'extremely important'. However, those with cars in their household did show overall support for both of these measures too.
- Those with cars in the household were significantly more likely than others to either 'disagree' or 'strongly disagree' with introducing more restrictions to through traffic in the city centre (over and above those already agreed in Edinburgh City Centre Transformation).
- While respondents who indicated that they had driven to travel around Edinburgh in the last month were supportive of the measures presented, their support was consistently lower than that of the overall market research findings.

- Those who used the bus most often (39% of respondents) and those with no cars in the household were significantly more likely to 'strongly agree' with a targeted reduction in kerbside parking across the city centre.

6.3.2 These trends highlight that respondents are generally supportive of measures that will make their own journeys across Edinburgh easier, faster or safer. On the other hand, respondents are unsupportive of measures that will negatively impact their journeys.

6.4 Geographies

6.4.1 While the online survey identified a significant difference in response from those living in the west of Edinburgh compared to other areas, the market research found no statistical evidence of this.

7 Focus Groups Findings

7.1.1 Each of the 10 focus groups approached the discussion topics from their own individual perspectives and experiences. However, there were a few clear themes emerging across all groups. These are further expanded within this chapter.

- There was a strong feeling that positive improvements should be prioritised, before implementing restrictions.
- Communication regarding changes was considered to be vital. Respondents wanted to better understand the rationale changes, as well as their potential benefits. This was particularly relevant for changes that involve restrictions.

7.1.2 In terms of priority actions, two key themes came through in most sessions:

- Improving the quality of pavements to better enable walking and wheeling in local areas. This includes smooth pavements free from obstacles and clutter (including general and trade waste) and no potholes.
- Improving public transport provision in and around the city.

7.1.3 Improving public transport, however, translated differently across the various groups. For those living outside the city centre, improving public transport meant increasing the number and frequency of bus services.

7.1.4 For parents and older people, this meant providing additional and better-quality spaces for wheelchairs and prams on buses. Information about the availability of these spaces was consistently noted as important.

7.1.5 For others, improving public transport meant addressing the reliability of services, including faster journey times and the accuracy of information.

7.1.6 A full write up of the focus group workshops can be found in Appendix C. A summary of some of the points raised by each group is provided below.

7.2 Those Experiencing Poverty

7.2.1 Two focus group sessions were held with those experiencing poverty. Participants in this group indicated that they generally rely on public transport to move around. Most of the participants, however, had cars and indicated they were more likely to use them for trips outside the city.

7.2.2 The younger group spontaneously raised environmental concerns about travel and transport, specifically in relation to the LEZ. They noted the following:

- They perceived the LEZ as a potential barrier to driving for short journeys into the city centre. They noted they would need to purchase new cars which they would not be able to afford.
- They were not able to afford new cars to avoid the LEZ charges.
- While they were happy to use the bus for short trips, they were conscious of bus prices increasing.
- All of this was noted as a key concern against the backdrop of the cost of living crisis.

7.2.3 The following three topics were selected for discussion by both groups experiencing poverty:

Delivering improvements to our public transport networks

Improving our public transport and active travel corridors

Delivering liveable neighbourhoods

7.2.4 The younger group also selected:

Improving local travel for walking and wheeling

7.2.5 The older group felt their own local areas were already fine in this regard. Instead, they selected:

Delivering vibrant shopping streets

Table 14 Summary of discussions with Those Experiencing Poverty

Topic Area	What they said
<p>Improving local travel for walking and wheeling</p>	<p>The younger group identified improving footways and removing clutter on pavements and paths as the highest priorities.</p> <p>Participants were less concerned about the enforcement of the pavement parking ban. This was driven by concerns about the perceived lack of available parking and punitive charges.</p> <p>With regards to junctions and crossings, the younger group noted that the highest priorities should be reducing the crossing distances and longer and more frequent 'green man' times.</p>
<p>Delivering improvements to our public transport network</p>	<p>Both groups agreed that it is generally easy to get around Edinburgh using public transport, noting that:</p> <ul style="list-style-type: none"> ▪ The current pricing structure is good. This was based on the availability of free travel for over 60s and under 22s, as well as the price cap system. ▪ The ability to pay by card rather than cash is positive. ▪ Trams, buses and trains are frequent. <p>However, the younger group highlighted the unreliability of the bus tracking system.</p> <p>Improvements to bus stops were considered necessary and welcome, including:</p> <ul style="list-style-type: none"> ▪ Information about the availability of wheelchair spaces and real-time bus tracking information at every bus stop were key priorities. ▪ Improving the layout of bus stops to avoid blocking the footways. ▪ Improved seating and lighting at bus stops.
<p>Improving our public transport and active travel corridors</p>	<p>The younger participants thought there should be clearer parking signage and reduced fees. The older participants were of the view that parking should be reduced on shopping streets as long as there is better accessibility by bus.</p> <p>The older group noted they find it difficult to walk and wheel on Princes Street and would like to see a less congested environment.</p>

<i>Topic Area</i>	<i>What they said</i>
Delivering liveable neighbourhoods	<p>The group was concerned about 'rat runs' where cars try to find alternative routes through local neighbourhoods to avoid the city centre.</p> <p>Generally, the group found walking on pavements in their local areas to be safe. There were, however, concerns over cyclists on shared paths and pavements, speeding delivery vans and electric scooters.</p>
Delivering vibrant shopping streets	<p>The group could see no real negatives with reducing parking to allow widening of narrow pavements, especially if this allows more of a café culture. The ideas of introducing benches and seating; and trees / planting were also welcomed.</p>

7.3 Rural Communities

7.3.1 One focus group session was held with those living in rural communities. Participants in this group indicated that they were all reliant on cars for convenience, the lack of alternatives and through force of habit.

7.3.2 The group spontaneously raised issues over traveling to and from the city centre, rather than within the city centre. They expressed the following:

- Roadworks and congestion are an issue when travelling into the city.
- Getting to other rural communities without a car is difficult.

7.3.3 The following five topics were selected for discussion by the group:

Delivering improvements to our public transport networks

Improving out public transport and active travel corridors

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

Table 5 Summary of discussions with Rural Communities

<i>Topic Area</i>	<i>What they said</i>
Delivering improvements to our public transport network	<p>The group felt that bus provision into the city centre is inadequate – in terms of frequency, time taken (due to needing to stop everywhere), and lack of late night options.</p> <p>The group were mostly in favour of giving bus priority at signals. However, they did not believe the introduction of more bus lanes or the extension of bus lane operational hours would make an impact on bus journey times and reliability.</p> <p>The group agreed that they are dependent on their cars due to a lack of viable transport alternatives and that drivers are being unduly penalised by some of the measures.</p>

<i>Topic Area</i>	<i>What they said</i>
Delivering a joined-up cycle network	<p>They group felt that the extension of the cycle network was not particularly relevant to them. They noted the distance to the city centre as a blocker for them to realistically consider cycling as a viable option.</p> <p>The group also mentioned that too much priority is already given to cyclists along the main routes into the city. The mentioned that segregated cycle lanes mean less space for cars, which they perceived as a key cause of congestion.</p>
Delivering a people-friendly city centre	<p>The group were concerned about restrictions to driving in the city centre. The group agreed that the while pedestrianizing central streets to provide more of a European café culture feel was more attractive, it would be benefitting tourists more than the locals. They also mentioned weather as a key limiting factor to this type of measure.</p>
Supporting the journey to net zero and cleaner air	<p>The group were generally supportive of working towards net-zero but felt that the timeframe was unachievable.</p> <p>They felt that the delivery of a zero-carbon bus fleet was important, and that more incentives could be given for people to use public transport.</p>

7.4 Women

7.4.1 Two focus groups were held with women, one older group, and one younger. Participants had mixed views on general travel within Edinburgh. Some respondents in the older group were committed to car use and, consequently, felt there was little consideration given to drivers.

7.4.2 The group spontaneously raised issues with regards to parking availability and costs, congestion on roads, roadworks and the quality of roads. Both groups also brought up safety of travelling around Edinburgh at night, particularly in relation to routes outwith the city centre. These concerns included:

- Poor street lighting
- Lack of black cabs
- Not enough night buses

7.4.3 The following topics were chosen for discussion by both groups:

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Table 15 Summary of Discussions with Women

<i>Topic Area</i>	<i>What they said</i>
Improving local travel for walking and wheeling	<p>This topic was discussed only by the younger group.</p> <p>They were particularly concerned about the condition of the pavements in their neighbourhoods and, therefore, this was their top priority. They considered that enforcing the pavement parking ban was the lowest priority.</p> <p>There were mixed views on changes to two-stage crossings. Some supporting this measure as it would help reduce crossing times. Others, however, expressed this could be a problem for older people and children if green-man times are not long enough, particularly at wider roads.</p>
Delivering improvements to our public transport network	<p>The group felt that there are not enough spaces for prams and wheelchairs on buses and that no reliable, real-time information about it is available at present.</p> <p>The younger groups also recognised that improving the provision of real-time information was also important for safety as it could help reduce the need to hang about at bus stops.</p>
Delivering a joined-up cycle network	<p>The group felt that, while improving the conditions for cyclists is important, it should not be an overall priority over the majority of road users. They considered cyclists to be in the minority and that the investment in cycling infrastructure was disproportionately high.</p>
Delivering a people-friendly city centre	<p>A majority of both groups considered that reducing traffic in the city centre would be a good thing, as long as there was adequate provision for blue badge holders. Many in the groups were in favour of pedestrianizing more areas such as Hanover Street, Frederick Street and Princes Street.</p>

7.5 Parents of Young Children

- 7.5.1 One focus group was held with parents of young children ranging from 2 months to 10 years old. They were using a range of methods of travel in and around Edinburgh, often using multiple modes in one journey such as car, bus and walking. The group noted they were still reliant on cars for traveling with kids.
- 7.5.2 The group praised the existing transport network in the city. However, they identified some issues with regards to the availability of space for prams on buses. They also mentioned key issues related to parking cost and availability.
- 7.5.3 The following topics were chosen for discussion by the group:

Improving local travel for walking and wheeling

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Table 16 Summary of Discussions with Parents of Young Children

<i>Topic Area</i>	<i>What they said</i>
Improving local travel for walking and wheeling	<p>The group noted pavement parking was an issue, highlighting that sometimes prams are having to be pushed onto the road as there isn't enough space to pass. Enforcement of the ban was welcomed.</p> <p>They felt that improving the condition of existing pavements was a top priority, as well as delivering dropped kerbs for parents with babies and young children in prams.</p> <p>Benches and resting places was the lowest priority, although these were still viewed as important, particularly for breastfeeding mums.</p>
Achieving city-wide road safety targets	<p>The group felt that it is not safe to cycle in Edinburgh with young children. They felt that the following elements would contribute to achieving greater safety on the roads: education; clear signage; good road conditions; more designated crossings and redesigning junctions; more education around cycling.</p>
Delivering improvements to our public transport network	<p>The group were broadly in favour of bus priority at traffic signals, introducing more bus lanes, but felt that the current timings are enough, rather than extending times bus lanes are operational.</p>

7.6 Young People

- 7.6.1 One focus group was held with young people, aged 16 to 21. They were generally very positive about travelling around Edinburgh. They felt that travel in the city was made easier by its walkability, regular bus service and free bus travel.
- 7.6.2 The mentioned crowded pavements, road closures and parking restrictions as the main negatives of traveling around the city centre.
- 7.6.3 The following topics were chosen for discussion by the group:

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a people-friendly city centre

Achieving city-wide road safety targets

Table 17 Summary of Discussions with Young People

<i>Topic Area</i>	<i>What they said</i>
Improving local travel for walking and wheeling	<p>The group highlighted the need for wider pavements and making the surfaces more even.</p> <p>The group were also in favour of replacing two-stage crossings as a priority, as they would be able to cross the road more quickly.</p>

<i>Topic Area</i>	<i>What they said</i>
Delivering improvements to our public transport networks	<p>This group were all public transport users but often chose to drive because they find it quicker and less restrictive.</p> <p>They were supportive of extending bus lanes as this would help to speed up buses, potentially resulting in this being a faster option than driving.</p> <p>This group did not think safety related to public transport was an issue. Instead, their focus was on faster and more reliable services.</p>
Delivering a people-friendly city centre	<p>The group noted that restrictions around cars would be more palatable to young people if public transport was better and they had access to a wider range of services and destinations.</p>
Achieving city-wide road safety targets	<p>The group generally felt quite safe and able to travel around the city.</p> <p>While they expressed willingness to see more speed limits implemented, they saw improvements to public transport as a higher priority.</p>

7.7 Older People

- 7.7.1 One focus group was held with older people, aged 65 and above. They were frequent users of both public transport and private car. Several respondents within this group had mobility issues.
- 7.7.2 While they praised the bus service in Edinburgh, they criticised the impacts of diversions and delayed to buses caused by roadworks. They also felt that cyclists were currently given too much priority in the city travel planning.
- 7.7.3 The following topics were chosen for discussion by the group:

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering liveable neighbourhoods

Table 18 Summary of Discussions with Older People

<i>Topic Area</i>	<i>What they said</i>
Improving local travel for walking and wheeling	<p>The group noted that they do not want to see two-stage crossings replaced as it takes them some time to get across the road, particularly those with mobility issues who need the stop in the middle.</p> <p>They felt that footways are already wide enough, particularly in the city centre. Therefore, widening pavements was not a priority for them.</p> <p>The key priority for this group was improving footways to provide smooth pavements; followed by speeding up installation of dropped kerbs and tactile paving.</p>
Delivering improvements to	<p>The group were against any changes to bus stop locations, noting that bus stop locations on Princes Street had had a negative impact, leaving too</p>

<i>Topic Area</i>	<i>What they said</i>
our public transport network	<p>much distance between stops, and too much walking for those who were not always able to do so.</p> <p>The group felt that improvements to bus shelters was a priority, with a focus on providing adequate focus on shelter from the weather, and lighting to make them feel safer at night.</p>
Delivering liveable neighbourhoods	<p>The group highlighted some key issues with delivering liveable neighbourhoods which included: traffic at schools; traffic speed limits being unclear; difficulties with crossing in areas; and obstructed pavements. The group was, however, generally supportive of reducing speed limits.</p>

7.8 People with Disabilities

- 7.8.1 Two focus groups were held with people with disabilities. They included wheelchair users, mobility scooter users, others with mobility difficulties, neurodivergent people and blue badge holders.
- 7.8.2 All forms of transport, except cycling were used by at least one person in the groups. Spontaneously, general criticisms about travel in Edinburgh were related to the quality of pavements and road surfaces, general issues with buses, congestion on city centre streets and access to and cost of parking.
- 7.8.3 Therefore, the following topics were chosen for discussions by these groups:

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

Table 19 Summary of Discussions with People with Disabilities

<i>Topic Area</i>	<i>What they said</i>
Improving local travel for walking and wheeling	<p>Narrow pavements in the busiest parts of the town were an issue for people with disabilities, including those with mobility issues who need walking aids, and some who had mental health issues, where the congestion on narrow pavements could cause anxiety.</p> <p>While supportive of the need to reduce emissions and congestion, the group felt strongly that significant improvements would be required in public transport and blue badge holders should be given priority for driving in the city.</p>
Delivering improvements to our public transport network	<p>A key priority was improvements to the accuracy and reliability of information on the app and digital panels, alongside a desire for more information to show if there is wheelchair space available.</p> <p>In terms of bus priority measures, the majority of the group felt that some extension of bus priority measures was fine, but that these should not be imposed across the whole city – only in the most congested areas.</p>

<i>Topic Area</i>	<i>What they said</i>
<p>Delivering a people-friendly city centre</p>	<p>The group were supportive of reducing kerb side parking in some areas e.g.: Stockbridge and shopping streets. However, from a wider perspective of enabling those with disabilities to use cars where they need to, parking restrictions also need to come hand-in-hand with improvements to the public transport network.</p>
<p>Supporting the journey to net zero and cleaner air</p>	<p>The group was supportive of the idea of reducing emissions and reach net zero targets in the city. However, it was felt that this end goal would be very difficult to achieve without the required infrastructure. They were positive about increasing numbers of electric buses, reducing the cost of electric vehicles. And increasing the number of charging points across the city.</p>

8 Conclusions

- 8.1.1 While the online survey generally indicated marginal support for the majority of the measures, the market research revealed a relatively strong level of support across the suite of measures.
- 8.1.2 As noted previously, a direct link between the age group of respondents and the level of support found was observed. While the market research was representative of the city's demographic profile, the online survey was skewed towards those over 45 years old, with little representation of people under 25.
- 8.1.3 The level of support for the measures was also consistently lower among people who indicated that they had driven to travel around Edinburgh in the previous month compared to those who had travelled by other modes.
- 8.1.4 Despite the above, there were some similarities in the feedback received across the whole range of consultation activities, including the focus groups. These are summarised below in the sections below and Table 20.

Table 20 Findings Summary

<i>Topic Area</i>	<i>Priority Measures</i>	<i>The Difficult Decisions</i>
Improving local travel for walking and wheeling	<p>the top priorities were consistently the improvement of footways by providing safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations</p> <p>replacing two-stage crossings was perceived as a lesser priority compared to the above</p>	<p>a majority of respondents supported making junctions and crossings easier and safer for people walking and wheeling where that may result in impacts to other ways of travelling</p>
Delivering a joined-up cycle network	<p>a majority of respondents supported the proposed expansion of Edinburgh's cycle network so that every household is within 250 to 400 metres of a high-quality cycle network</p>	
Delivering Improvements to Our Public Transport Network	<p>providing improved real-time information including information on available wheelchair spaces was the highest priority to make travelling by bus more accessible</p> <p>the majority of respondents indicated that they would be willing or able to walk or wheel a little further to reach a bus stop where there are faster or express bus services and where there is an increased range of bus services</p> <p>bus priority at traffic signals was the highest priority to provide faster and more reliable bus services, whereas the extension of bus lane operating hours, to 7am to 7pm was the least priority</p>	

<i>Topic Area</i>	<i>Priority Measures</i>	<i>The Difficult Decisions</i>
Delivering a people-friendly city centre	<p>in addition to current city centre projects, the Bridges Corridor, Canongate, Grassmarket and Cowgate were identified as key priorities for change by stakeholders and respondents to the online survey</p>	<p>there was overall support for investigating some more restrictions to through traffic in the city centre to deliver a friendlier environment (over and above those already agreed in Edinburgh City Centre Transformation), although it was lower amongst respondents to the online survey</p> <p>a similar response was received for the introduction of a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone</p>
Achieving city-wide road safety targets	<p>re-design major junctions in the city was the highest priority to improve the safety of vulnerable road users</p> <p>the least priority was consistently the review of both rural speed limits and 40mph speed limits</p>	<p>a majority of respondents supported taking action to protect vulnerable road users at major junctions which may impact motorised traffic</p>
Improving our public transport and active travel corridors		<p>a majority of respondents supported reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport</p>
Delivering vibrant shopping streets		<p>a majority of respondents supported reducing parking on shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties</p>
Delivering liveable neighbourhoods	<p>traffic speeds, busy junctions and narrow or obstructed pavements were consistently the top three issues having a negative impact on how people feel about moving around when walking, wheeling or cycling locally</p>	<p>there was overall support for introducing restrictions to reduce the speed and volume of traffic in neighbourhoods to help facilitate people's choice to walk, wheel or cycle</p> <p>support was lower, however, amongst respondents to the online survey</p>
Supporting the journey to Net Zero and cleaner air	<p>review the infrastructure requirements to support the development of a zero-carbon bus fleet was the highest priority to reduce emissions from transport</p> <p>deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts was the top priority to reduce emissions from domestic sources</p>	

8.2 Improving Local Travel for Walking and Wheeling

- 8.2.1 **Improving footways to provide safe pavements free from trip hazards** was consistently regarded to be the number one priority to make streets accessible for everyone. This was the case for the market research, the online survey and across all focus groups that selected this topic – those living in poverty, women, parents of young children, young people, older people and those living with a disability, mobility related or otherwise.
- 8.2.2 Women in the focus groups often noted they had caring responsibilities and responded from this perspective. They were particularly concerned about the **condition of pavements in their local areas, citing loose paving stones and uneven and narrow pavements as a key issue.**
- 8.2.3 The **installation of benches and rest places** was consistently considered the least important measure to make streets accessible for everyone.
- 8.2.4 Overall, there was no consensus on the priority location for the delivery of these measures. While routes to public transport was marginally the highest priority across the online survey, the city centre was the highest priority from the market research.
- 8.2.5 Routes to neighbourhood services was the lowest priority in both the online survey and market research, however, this was again marginal. One significant difference was that respondents to the market research over 55 were more likely to choose **high streets and shopping streets** as their highest priority.
- 8.2.6 Those over 45 were more likely to think that **replacing two-stage crossings** was not important to improving local travel for walking and wheeling. This was consistent with feedback received from the focus group with older people.

8.3 Delivering a Joined-Up Cycle Network

- 8.3.1 Generally, older people were significantly more likely to disagree with the **proposed expansion of Edinburgh's cycle network**, which was to ensure every household is within 250 to 400 metres of a high-quality cycle route.
- 8.3.2 The focus group with older women felt strongly that investing in the cycle network was not personally relevant to them. Similar feedback was received from the focus group with rural communities. Both groups approached this topic from the perspective of a driver and expressed dissatisfaction about the prospect of an expanded cycle network.
- 8.3.3 However, there was overall support for the expansion of the cycle network across the market research and the online survey, particularly amongst respondents under 45.

8.4 Delivering Improvements to Our Public Transport Network

- 8.4.1 Respondents to both the market research and the online survey felt that the **provision of real-time information** was the highest priority to deliver improvements to the public transport network. This was also consistently identified as a priority for action across all the focus groups.
- 8.4.2 A lack of and the low reliability of real-time information was noted as a key barrier to using public transport more often. Some of the groups suggested that real-time information should be extended to include the availability of wheelchair spaces.
- 8.4.3 Respondents to the online survey over 65 were significantly more likely to say they would not wheel or walk a little further to reach **a bus stop where there are improved waiting facilities.**

- 8.4.4 The majority of respondents to the online survey and market research indicated, however, that they would be willing or able to walk or wheel a little further to reach a **bus stop with an increased range of bus services or express bus services**.
- 8.4.5 Women in the focus groups felt that improving waiting facilities at bus stops was a priority to improve both the safety and comfort of users. They also noted that improving the bus tracker with better quality real-time information was important to reduce the need of women having to hang around at bus stops for a long time.
- 8.4.6 **Providing bus priority at traffic signals** was consistently chosen as the highest priority to provide faster, more reliable bus services.
- 8.4.7 There were concerns, however, about the effectiveness of extending bus lane operating hours, to 7am to 7pm, seven days a week. Most comments cited the potential of this approach to increase congestion.
- 8.4.8 The rural communities focus group identified public transport as a key issue, noting that provision is inadequate due to limited availability of destinations, frequency of services, long journey times and a lack of late night options. They felt that **increasing the range and frequency of bus services should be prioritised over other measures**.
- 8.4.9 While most of the focus groups who discussed this topic – women, parents of young children and disabled people – were supportive of some priority measures, they did not agree with delivering additional bus lanes across the entire city. However, the young people focus group believed that extending bus lanes would improve public transport journey times.
- 8.4.10 The focus group with younger women specifically noted that increasing the range of bus services outwith the city centre was a priority to improve safety.
- 8.4.11 The focus group with older people noted that they were frequent users of public transport and spontaneously praised the bus services in Edinburgh, but criticised the disruption caused by roadworks and general congestion.

8.5 Delivering a People-Friendly City Centre

- 8.5.1 **Support for investigating some more restrictions to through traffic in the city centre** (over and above those already agreed in Edinburgh City Centre Transformation) was significantly higher among those under 45.
- 8.5.2 The focus group with people from rural communities disagreed with the introduction of additional traffic restrictions in the city centre. On the other hand, both the group with women and those with disabilities supported reducing traffic in the city centre as long as there was priority for blue badge holders and improvements to public transport.
- 8.5.3 Both the survey and market research demonstrated that respondents over 45 were more likely to disagree with a **targeted reduction in kerbside parking in the city centre**. However, the market research showed that those who used the bus as their primary travel mode and those with no cars in their household were significantly more likely to strongly agree with this proposal. While the overall online survey support for this was 47%, this increased to 64% in the market research.
- 8.5.4 People with disabilities expressed concerns about their future ability to use their cars the way they need to. They indicated that being able to park their cars near their destination felt like a “safety blanket”.

8.6 Achieving City-Wide Road Safety Targets

- 8.6.1 **Re-designing major junctions** was consistently regarded as the highest priority to protect vulnerable road users in both the online survey and market research.
- 8.6.2 Those with children at home that responded to the market research felt it was extremely important to re-design major junctions and expand the number of 'School Streets'. This was supported by the focus group of parents of young children who emphasised their support of all road safety measures.
- 8.6.3 Overall, across the consultation streams, There was support for **taking action to protect vulnerable road users at major junctions**.

8.7 Improving Our Public Transport and Active Travel Corridors

- 8.7.1 There was overall support for **reducing parking on main roads** from both the online survey and market research. It is worth noting that the online survey showed a significant disparity in support between respondents under 45 and over 45 (70% and 45%, respectively). The difference observed in the market research was notably lower.

8.8 Delivering Vibrant Shopping Streets

- 8.8.1 There was also support for **reducing parking on shopping streets** from both the online survey and market research. Interestingly, the market research identified that those with mobility issues were significantly more likely to disagree with this proposal. However, the focus group of people with disabilities felt that the measures could be positive in some areas, assuming retention of blue badge provision and improvements to public transport.

8.9 Delivering Liveable neighbourhoods

- 8.9.1 The same top three issues were identified, across the market research and the online survey, as key barriers to walking, wheeling and cycling in local neighbourhoods – **traffic speeds, busy junctions and narrow or obstructed pavements**.
- 8.9.2 Market research identified that people with mobility difficulties and those who used wheelchairs were more likely to cite traffic around schools. This was mirrored by the focus group of older people, that highlighted traffic around schools as a significant issue.
- 8.9.3 Notably, lack of cycling provision was identified as an issue by far fewer people in the market research compared to the online survey.
- 8.9.4 Those aged under 45 were far more likely to agree with restrictions to **reduce the speed and volume of traffic in local neighbourhoods**. On the other hand, the market research identified that those with no cars in their household were significantly more likely to strongly agree with this measure. While the overall online survey support was 48%, support as part of the market research went up to 62%.

8.10 Supporting the journey to net zero and cleaner air

- 8.10.1 **Supporting the development of a zero carbon bus fleet** was identified across the board to be the most important measure for reducing harmful emissions from transport. The market research highlighted that those with cars at home were significantly more likely to say the review of parking charges was not important.
- 8.10.2 Additionally, the focus group of young people experiencing poverty raised concerns about the impact of the LEZ and their inability to purchase a vehicle that meets the LEZ standards against

the backdrop of a cost of living crisis. While they saw the bus as a viable alternative - despite issues with reliability - they were conscious of bus prices also increasing.

- 8.10.3 Across both the online survey and market research, **discouraging biomass burning in commercial settings and supporting the transition to low-carbon technologies** was the measure respondents supported most to reduce harmful emissions from domestic and commercial sources.

Appendix A Analysis of Findings

Appendix B Market Research Findings

Appendix C Focus Groups

Appendix D Stakeholder Workshops

Appendix E Written Submissions from Stakeholders

Appendix F Consultation Information Pack

Appendix G Air Quality

Appendix H Communications and Promotion

Breakdown of Responses to the 'Delivering the City Mobility Plan' Consultation

Number of responses to online survey	2,955
Of those, number of open-text responses	2,176
Market research	553
Focus groups	55
Attendees at stakeholder workshops	41
Number of people at public drop-in events	166
Number of written responses	56
Total number of representations	3,826

How have we scored the priority questions?

For the purpose of analysing the priority questions - in which respondents could answer to what extent they thought the measure was important – a ranked weighted average score has been used.

This score is based on a five-point scale whereby the level of importance is attributed to the following:

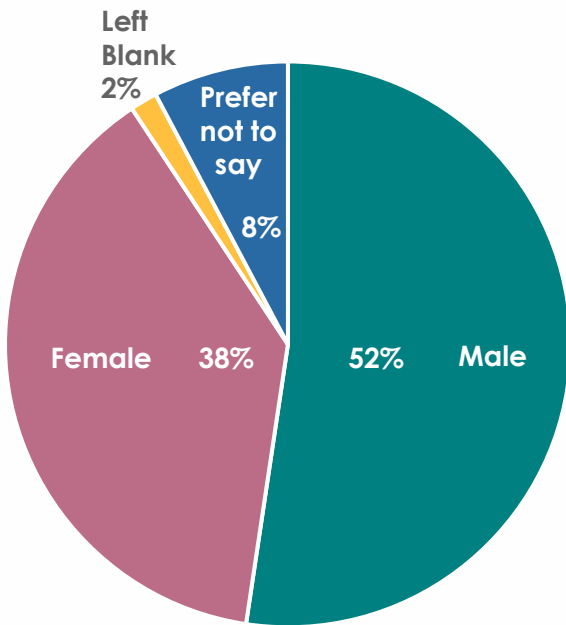
- Extremely Important = 100 points
- Very Important = 75 points
- Important = 50 points
- Not so Important = 25 points
- Not Important at all = 0 points

As such, the closer the weighted average score is to 100, the higher priority the measure was to respondents.

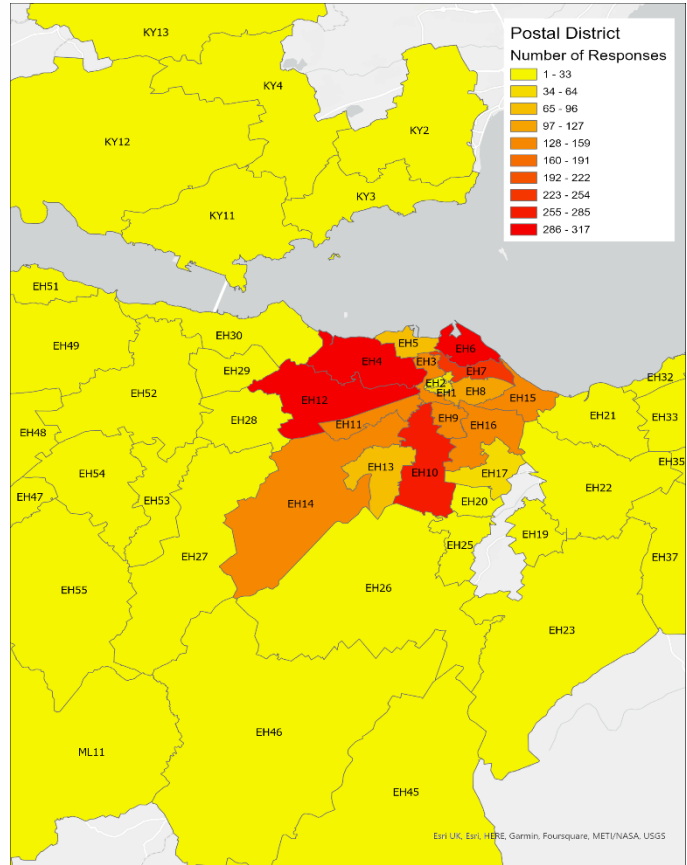
It should be noted that the majority of measures presented in the survey were approved in principle via CMP. As such, these questions sought to provide more delineation on the level of priority for different measures.

Online Survey Demographics

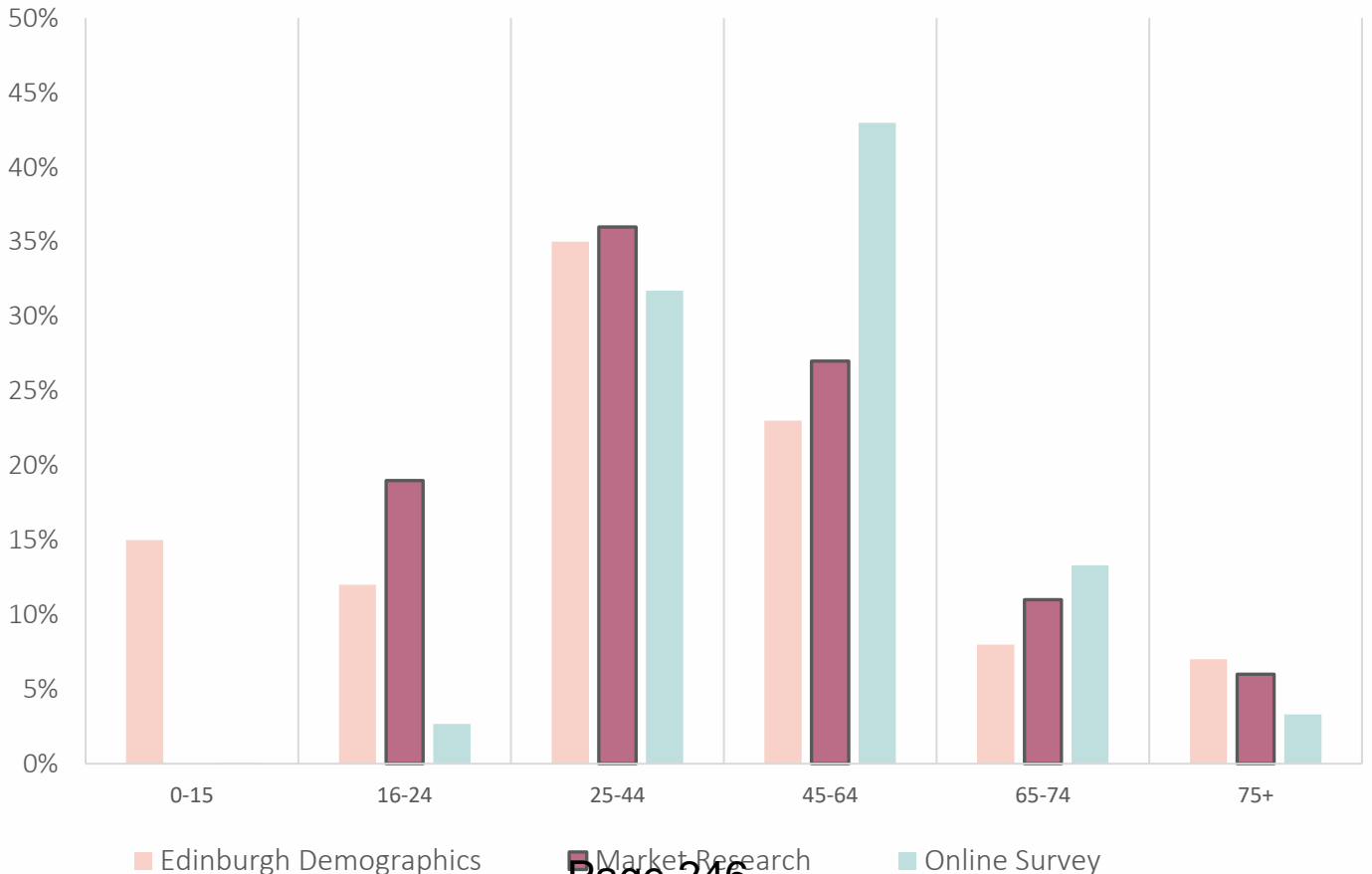
Sex breakdown



Postcode breakdown

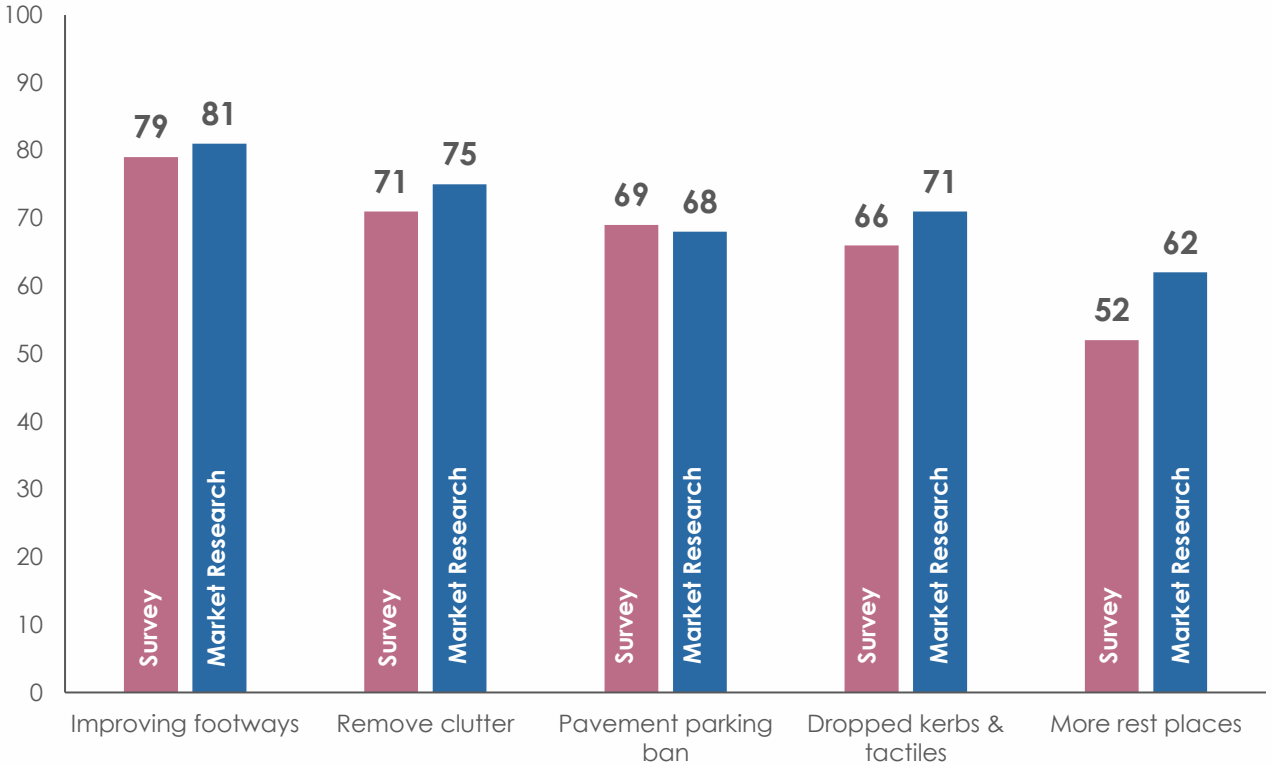


Age breakdown



Improving Local Travel for Walking and Wheeling

How important do you think the following measures are to help make our streets accessible for everyone?



Market Research Insights

Subgroup analysis showed those with mobility issues were significantly more likely to think the following aspects were extremely important:

- Improving footways to provide smooth, hazard-free pavements (70%)
- Introducing more rest places and benches (51%)

Respondents over 65 were significantly more likely than others to think enforcement of the pavement parking ban was extremely important (50%).

Topic Area

Online survey - what you said

Dropped Kerbs

31 comments



Continuous raised footways provide better and more comfortable priority for people walking or wheeling and should be preferred over dropped kerbs at side road junctions

It should be part of the planning process that lowered pavements for disabled people are considered essential

The only bus stop near my house doesn't have a drop kerb by it, so when I get off the bus I then have to try and launch off the path into the road

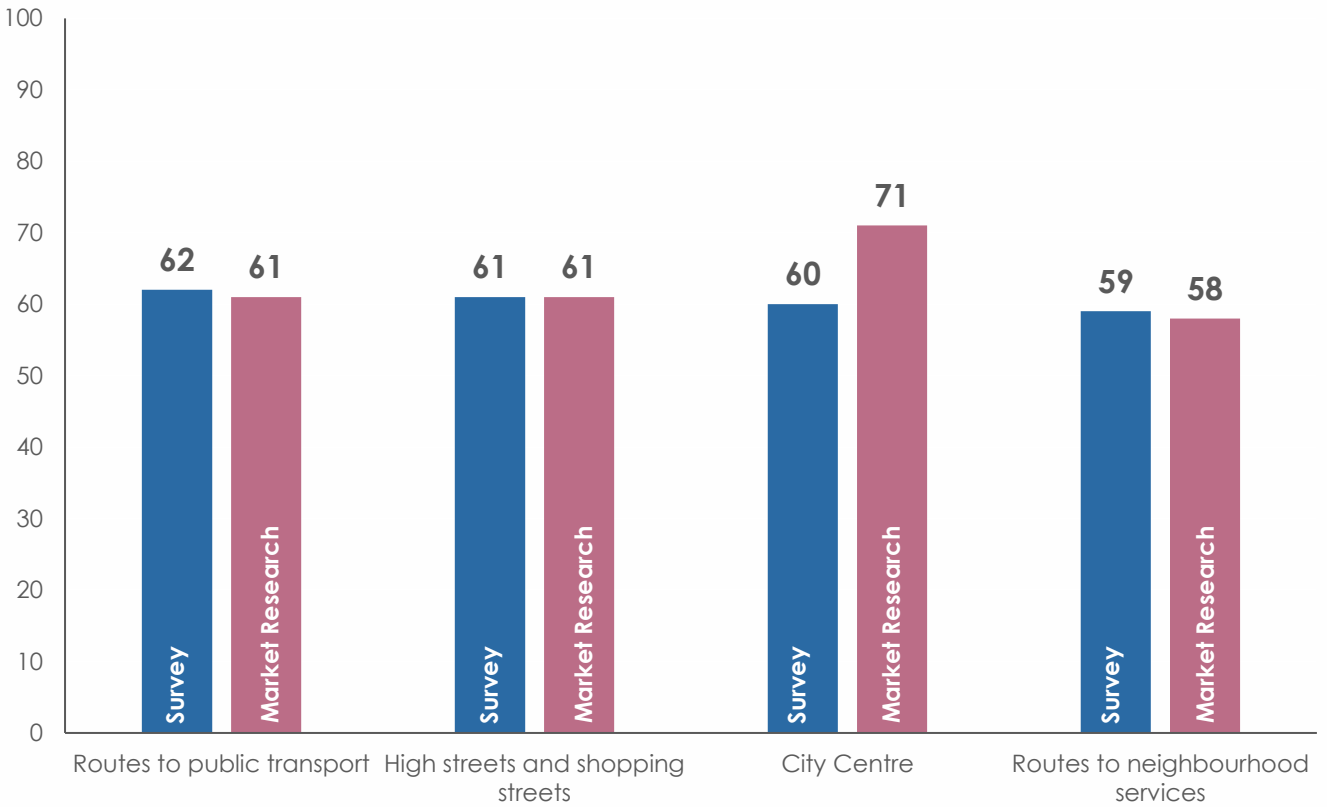
Improving Local Travel for Walking and Wheeling

How important do you think the following measures are to help make our streets accessible for everyone?

Topic Area	Online survey - what you said
Pavement Parking 62 comments	<p><i>I think car users think they're being "considerate" by getting off the road, without realising the hazard to people. I think public information campaigns on this would help drivers to see this differently</i></p> <p><i>Parked cars on pavements meaning I cannot walk safely with my child in a buggy is of most immediate concern to me</i></p>
Street Clutter 74 comments	<p><i>Ensuring that street furniture and pavement seating for commercial premises don't impact on inclusive access to our streets</i></p> <p><i>Street furniture and pavement parking are a major issue to me as a guide dog user</i></p>
Rest Places 22 comments	<p><i>We need more public benches and water re-fillers across Edinburgh, to encourage people to walk, wheel and cycle and to have a space to rest and hydrate for free</i></p> <p><i>Seating in the wrong areas might also encourage people to congregate late at night and create a noise disturbance for residents</i></p> <p><i>For someone like me with poor mobility this makes the difference in whether I can access outdoor spaces and go for short walks or not</i></p>
Narrow Footways 54 comments	<p><i>There are areas on shared pavements where there is not enough room for people to pass. Examples of this are parents with buggies, mobility scooters, pets on leads etc.</i></p> <p><i>There must be a general commitment to widen footways particularly at bus stops</i></p>
Surface Quality 113 comments	<p><i>Many pavements around my locality are in poor condition and are verging on dangerous for older people</i></p> <p><i>Pavement surface around bus stop needs to be maintained to allow passengers to make a timely exit and entrance to bus</i></p>

Improving Local Travel for Walking and Wheeling

Which of the following locations do you think should be a priority for early delivery?



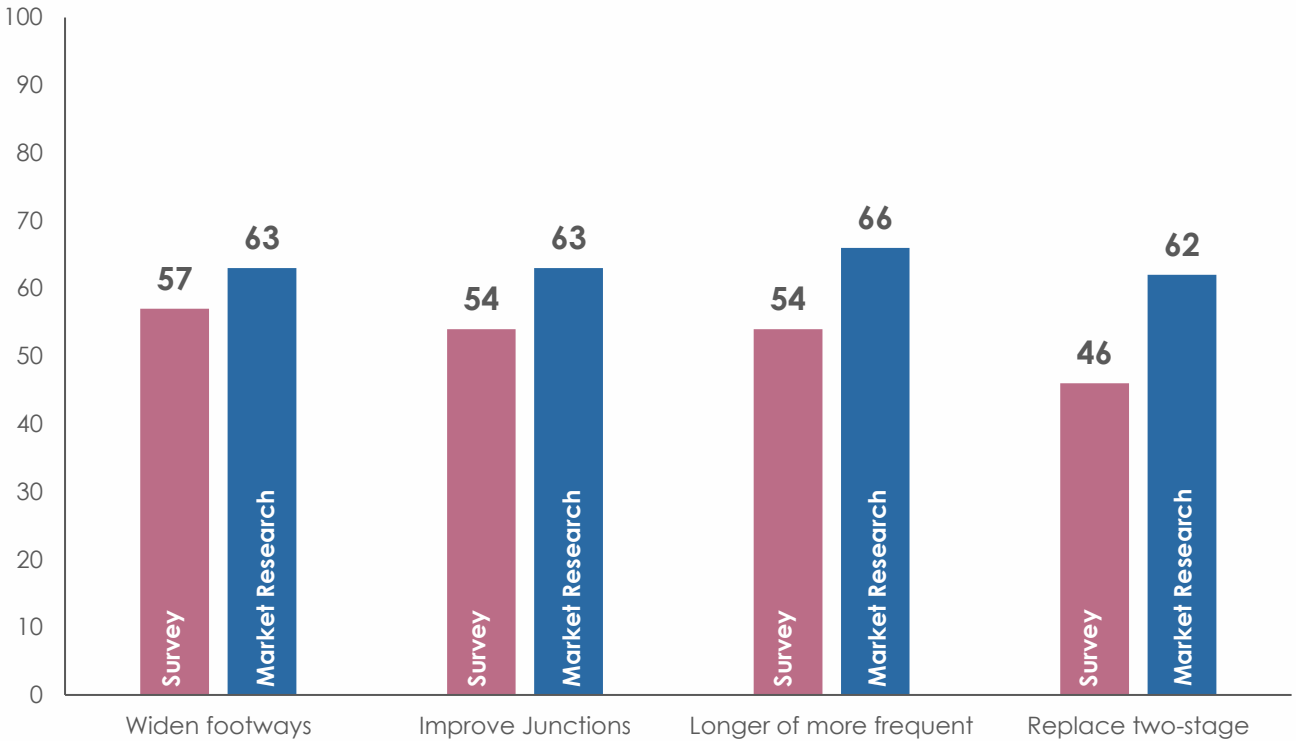
Market Research Insights

Responses were broadly consistent across subgroups.

One significant difference was those in the 55 to 64 age group were significantly more likely to select high streets and shopping streets as their highest priority for early delivery.

Improving Local Travel for Walking and Wheeling

How important do you think the following measures are to improve local travel for walking and wheeling in our streets and neighbourhoods?



Market Research Insights

Respondents over 65 were significantly more likely to indicate that widening narrow footways in busy locations was not important (38%). Older age groups were also significantly more likely to think that replacing two-stage crossings was not important (40% for over 65; 37% for 55 to 64).

Those who used bicycles to get around Edinburgh in the previous month were significantly more likely to think improving junctions was very important (42%) than those using other modes of transport.

Topic Area

Online survey - what you said

Narrow Footways

54 comments

Wider pavements are required in various areas of the city.

Widening pavements through Craigmillar and Niddrie had a dramatic effect on reducing traffic speed. This should be done elsewhere

A lot of the pavements I don't see as needing widened, however overgrown trees, hedges etc from private areas/ house gardens, narrow space and limit accessibility for everyone

Junction Design

37 comments

More pedestrian priority at road crossings and redesigning dangerous junctions would be my number one priority

Many junctions need redesigned to prioritise pedestrians - for example at Tollcross people are expected to wait for multiple sets of lights

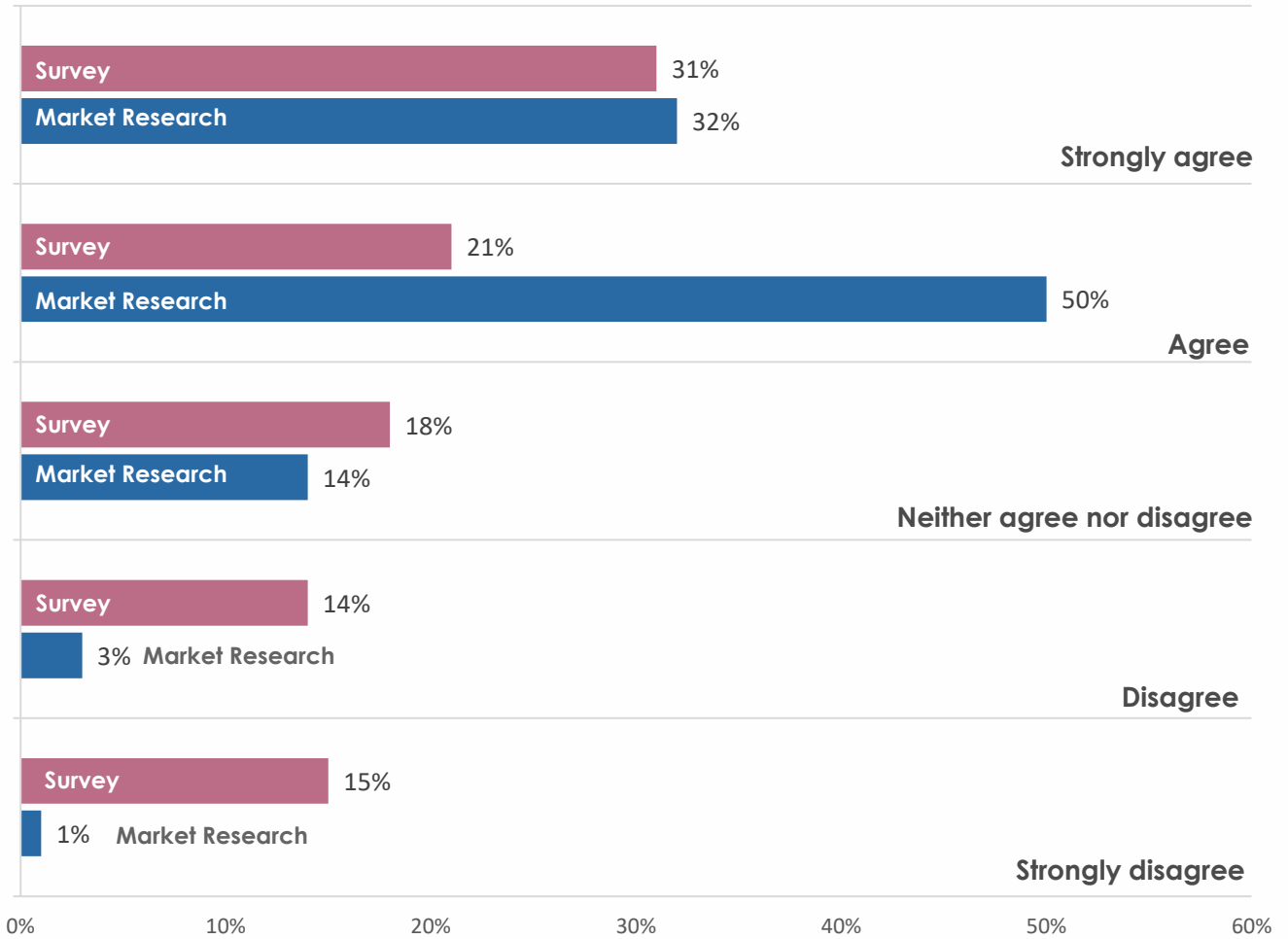
Improving Local Travel for Walking and Wheeling

How important do you think the following measures are to improve local travel for walking and wheeling in our streets and neighbourhoods?

Topic Area	Online survey - what you said
Junction Design 37 comments	<p><i>You need to ensure that any changes to major junctions to improve safety for vulnerable users does not cause additional congestion or pollution from vehicles</i></p> <p><i>There are far too many traffic light systems in place when mini roundabouts, or similar, would be perfectly adequate</i></p> <p><i>Safest pedestrian crossings are those with radar to allow people enough time to cross</i></p>
Junction Priority 28 comments	<p><i>Quicker response times at road crossings for pedestrians, long waits often result in people. especially children 'nipping' across between traffic.</i></p> <p><i>Green man times are too short across the city, increasing them is extremely important for safety</i></p> <p><i>At junctions heavily used by pedestrians, there should be no buttons at all. Pedestrians should simply get a turn in the light sequence just like cars. i.e. EW, NS, Pedestrian, repeat. This is very important.</i></p>
Crossings 62 comments	<p><i>I regularly cycle on Braid Road into and out of the city. The new "staggered crossroads" junction is highly dangerous.</i></p> <p><i>I live near Fountainbridge where there are multiple roads that are difficult and dangerous to cross as small streets are clearly used as access routes between bigger roads</i></p> <p><i>I would prefer raised crossings be used where possible as these are generally safer for pedestrians.</i></p> <p><i>The two stage crossings at George Street have negative impacts on pedestrians, requiring anyone walking along George Street to make detours down Hanover to use the crossings. This is too car-centric and encourages pedestrians to skip the lights. These should be removed.</i></p>

Improving Local Travel for Walking and Wheeling

To what extent do you agree or disagree with making junctions and crossings easier and safer for you to walk or wheel where this may result in impacts to other ways of travelling?



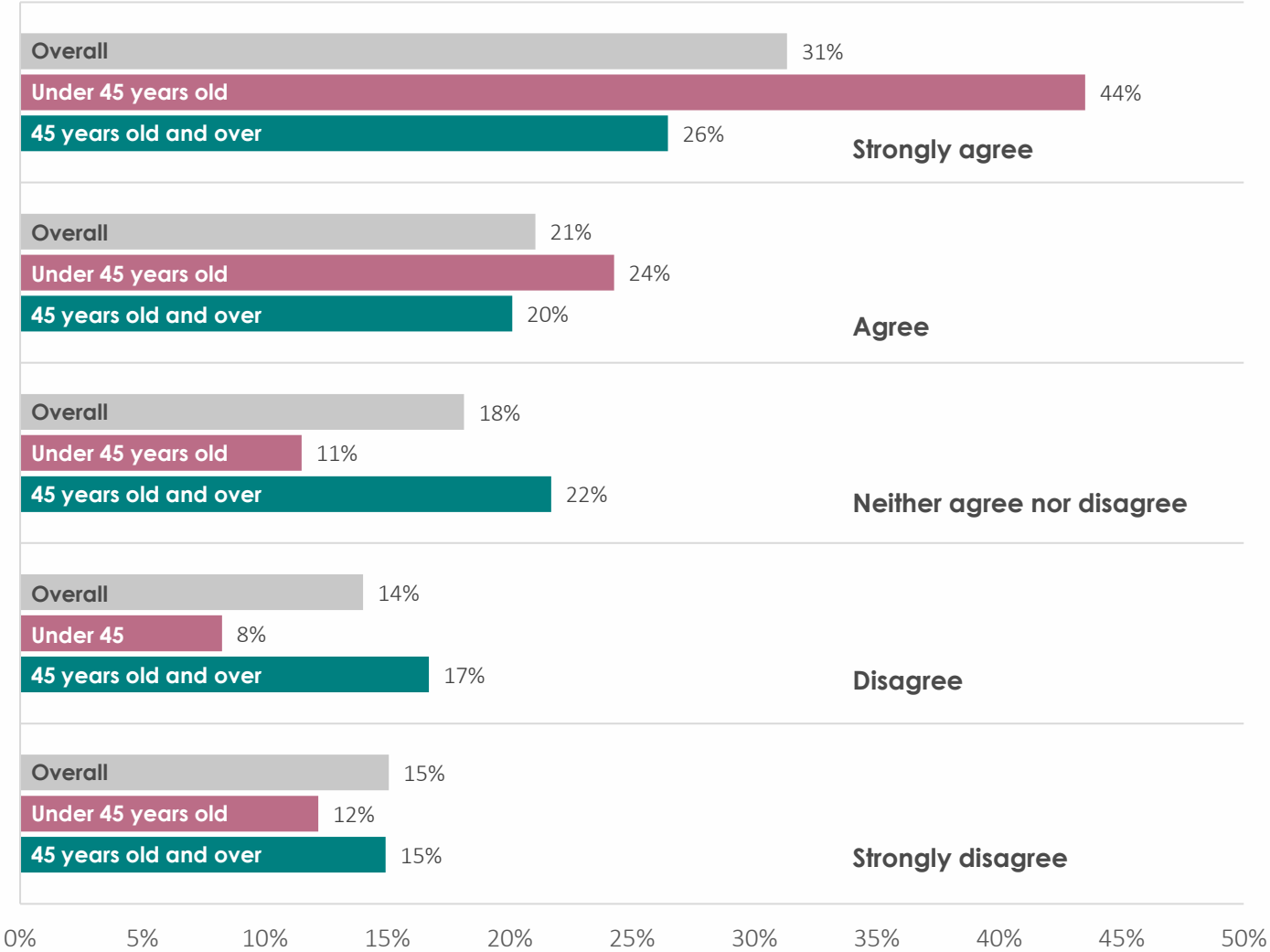
Overall survey Support
52%

Overall market research Support
82%

Improving Local Travel for Walking and Wheeling

overall survey support
52%

To what extent do you agree or disagree with making junctions and crossings easier and safer for you to walk or wheel where this may result in impacts to other ways of travelling?



Topic Area Online survey - what you said

Junction Safety

101 comments

“ Slow crossings like on Home Street make it tempting to "jaywalk" and take risks

My main worry is crossing the street in time at busy through-traffic areas like Queen Street, where the green man simply isn't long enough

Look into the average walking speed of people over the age of 65, as currently the 'green man' time is not long enough to allow these people to safely cross the road

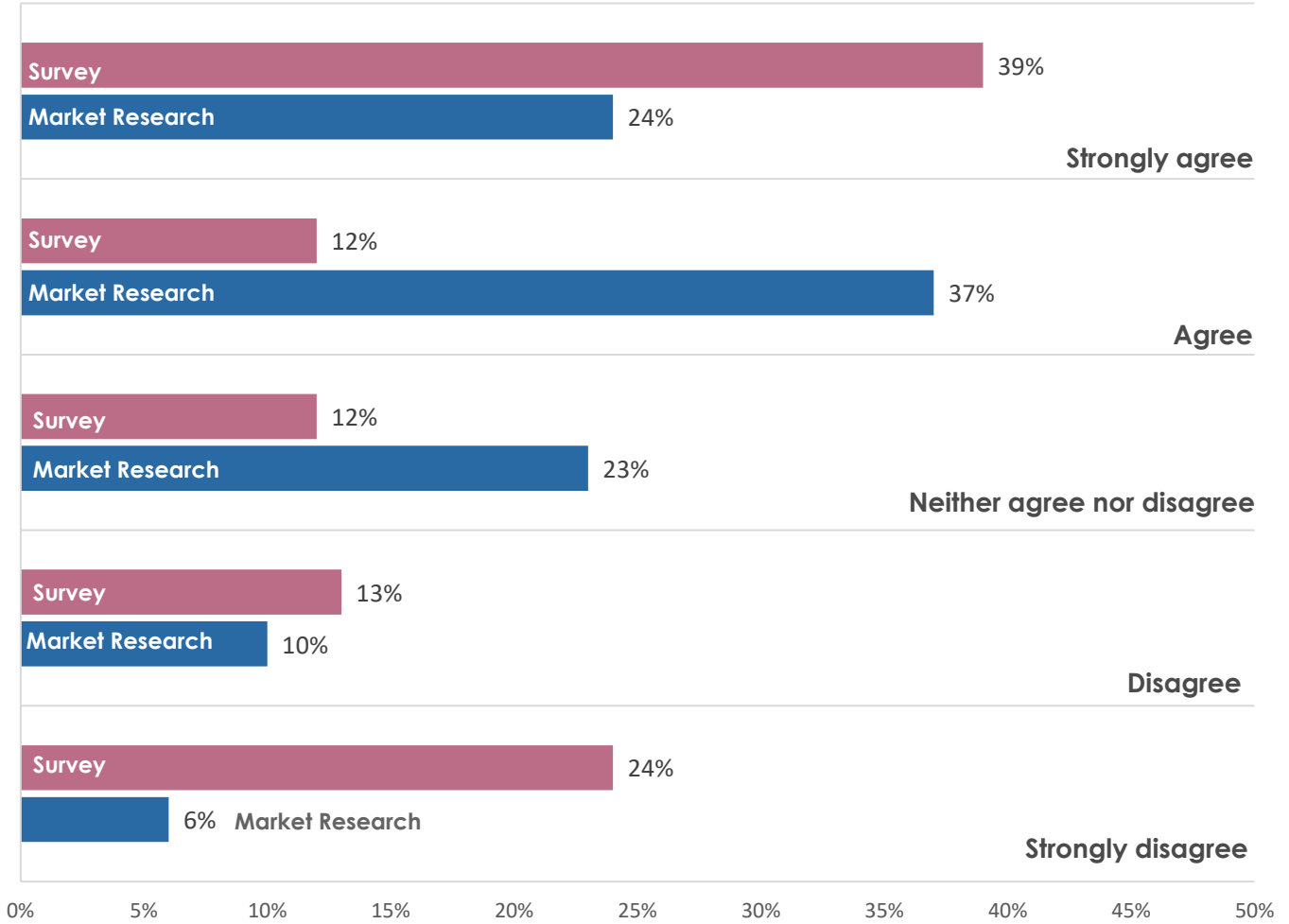
Any measures to improve streets and especially junctions for vulnerable road users should also have a positive impact to public transport, even if it results in making it less convenient for cars. ”

Improving Local Travel for Walking and Wheeling

Focus Group	Focus Group Insights
Experiencing Poverty (young)	<p>The group felt that even, uncluttered footways should be a “given”. While rest places and enforcing the pavement parking ban were thought to be the lowest priorities. In relation to junctions, it was suggested that reducing the crossing distances to give pedestrians more priority is important but less in favour of replacing two stage crossings.</p>
Experiencing Poverty (old)	<p>They felt that their own local area was “fine” with regards to the measures for improving local travel for walking and wheeling.</p>
Parents of young children	<p>The following issues were raised: the conditions of footways, the lack of space for pedestrians (they welcome the pavement parking ban), lack of dropped kerbs and visibility at crossing points. Parents felt that the underlying priority for any improvements should be the safety of pedestrians. While the group noted that rest places were their lowest priority, they were still important.</p>
Young	<p>The group were generally positive about walking in Edinburgh but did suggest that there could be improvements to footways – largely for the benefit of other groups. They added that additional rest places are also a priority for other groups. Implementing the power to enforce the parking ban was their lowest priority as they felt that it is over restrictive given that it is already difficult to park. In terms of crossings, they were supportive of replacing two-stage crossings as it would enable them to cross the road quicker.</p>
Old	<p>This group highlighted the poor state of footways as being a key concern but noted that all measures to improve local travel are important. While improving footways was seen to be the most important measure, they also noted the importance of dropped kerbs. Rest places were considered to be the least important. In terms of crossings, this group did not want to see two-stage crossings replaced. Extending the green-man times was thought to be beneficial. However, the widening of the pavement was not a priority.</p>
Disabled	<p>The key priority for this group was improving footways to make them smooth. Pavement parking was also highlighted as a key issue. Other elements were thought to be important, albeit less of a priority (dropped kerbs and rest places).</p> <p>This group also supported the widening of footways, noting that narrow footways in the busiest part of town are a real problem for a range of disabled people. There was some support for pedestrian priority at junctions but want to avoid measures that make it difficult to drive in and around the city.</p>

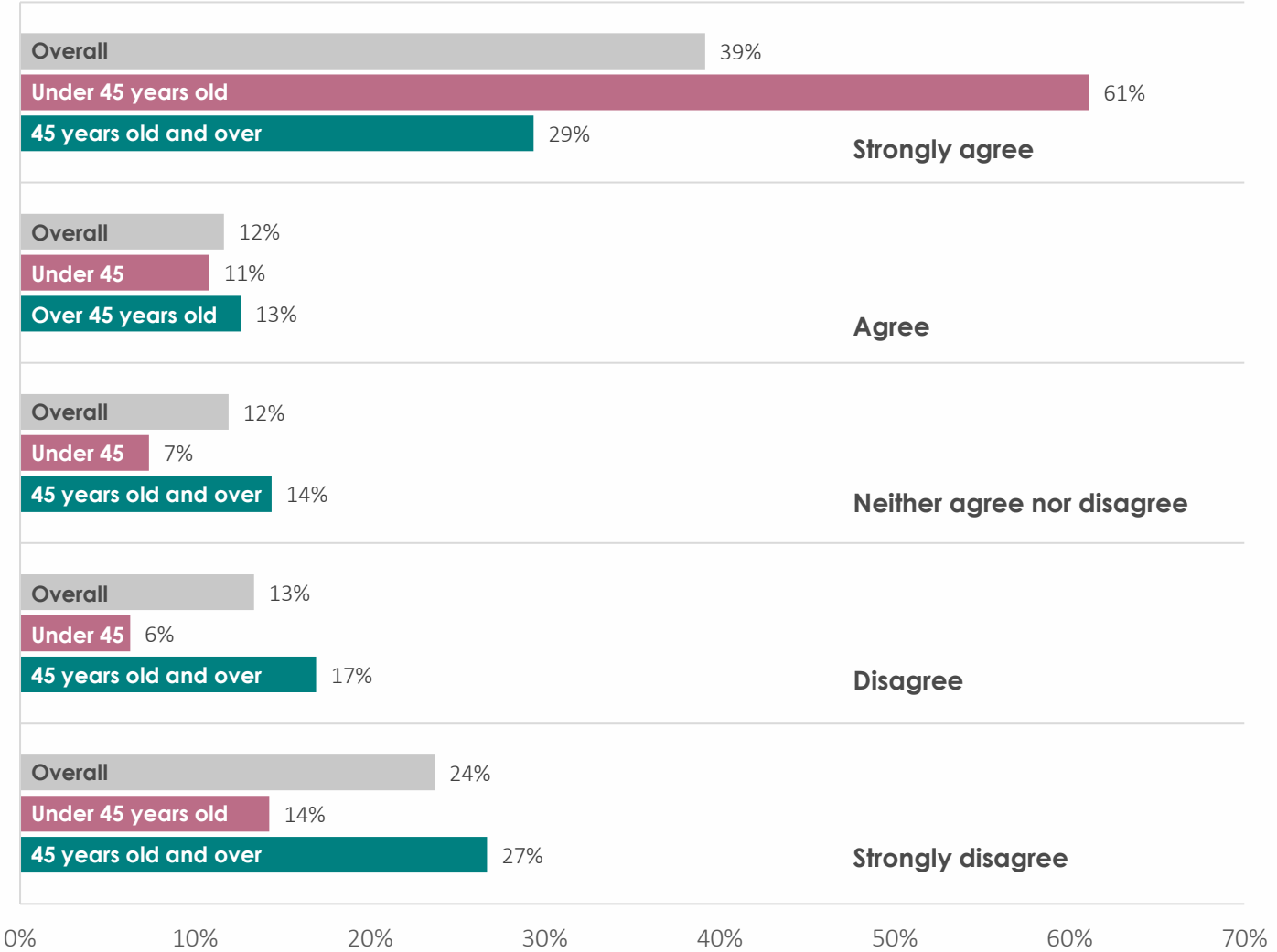
Delivering a Joined-Up Cycle Network

To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400m of a high-quality cycle route?



Delivering a Joined-Up Cycle Network

To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400m of a high-quality cycle route?



Topic Area Online survey - what you said

Segregated Cycling

230 comments

“ Bollards will be needed to segregate cycle routes, or they will be parked in/on ”

Protected, separated cycle lanes and reduction in traffic speed across the city centre to 15mph would significantly improve the number of cyclists

Safe (preferably segregated) and direct cycle lanes are necessary to encourage uptake of cycling, particularly among less confident cyclists

As a cyclist I have found being boxed in by rows of bollards particularly unsettling and unsafe. They have made making a right turn a much more dangerous manoeuvre akin to a cycle slalom ”

Delivering a Joined-Up Cycle Network

To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400m of a high-quality cycle route?

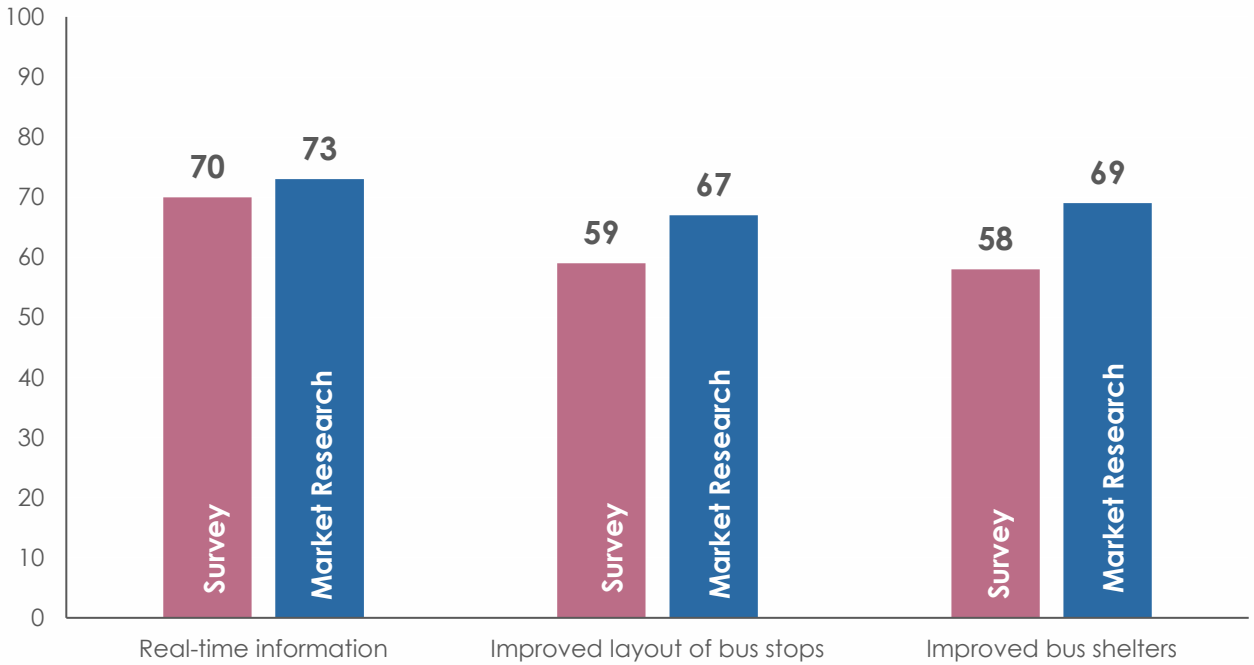
Topic Area	Online survey - what you said
<p>Network Expansion</p> <p>134 comments</p>	<p><i>Urgently install a network of dedicated cycle lanes (based on Cycling by Design guidance)</i></p> <p><i>More good quality cycle routes/lanes and cycle lanes that are well integrated to join up with other routes.</i></p> <p><i>Make sure that the cycle network is continuous, direct and consistent.</i></p> <p><i>I think 250m - 400m is too far to be away from a cycle lane and will not deliver behaviour change</i></p> <p><i>Extending cycle lanes and closing off roads is bringing more chaos and traffic jams making city difficult to drive and dangerous for any emergency services.</i></p>
<p>Surface Quality</p> <p>176 comments</p>	<p><i>Biggest issue for me as a cyclist is potholes. You have to swerve around them in unpredictable ways, that is dangerous. If you spent the money on some of these other measures to address potholes, it would have a bigger impact to my safety on a bike.</i></p> <p><i>A main concern for me when I'm cycling (incl. on the existing cycle paths) is the state of the roads. A large proportion of the paths I use are in such disrepair that I would not want to cycle on them with my kids.</i></p> <p><i>Where is priority for fixing potholes? This puts me off cycling on the roads</i></p>
<p>Cycle Parking</p> <p>74 comments</p>	<p><i>Improve on-street bicycle storage facilities so tenement dwellers can store bicycles safely, securely and cheaply not having to pay more than parking permit fees</i></p> <p><i>More thought about safe cycle storage. A great idea would be a manned cycle storage with a cycle mechanic present just as almost every town in the Netherlands has. Take over one of the shop units in Princes Street and use it as cycle storage.</i></p> <p><i>Significantly expanded secure cycle parking provision within the city centre focussed around hubs</i></p>

Delivering a Joined-Up Cycle Network

Focus Group	Focus Group Insights
<p>Experiencing Poverty</p>	<p>The group felt that bollards on cycle lanes are dangerous due to inconsistent placement and lead to accidents.</p>
<p>Rural Communities</p>	<p>The group felt that the main routes into the city centre already have too much priority for cyclists, with segregated cycle lanes reducing road width and causing congestion. They felt that a disproportionate amount of money has been spent on cycling compared to the number of cyclists on the road. They also could not imagine themselves cycling into the city from their homes as it feels too far to cycle.</p>
<p>Women (older)</p>	<p>While the group felt that it was important to make roads and paths safe for cyclists, they felt that it was not an overall priority for most road users as cyclists were considered to be in the minority. There were concerns regarding the conflict associated with cycle lanes being adjacent to pavements (e.g., Leith Walk).</p>
<p>Parents of young children</p>	<p>The group felt that it was unsafe to cycle in Edinburgh with young children.</p>

Delivering Improvements to our Public Transport Network

How important do you think the following measures are to improve bus stops and make travelling by bus more accessible and attractive for all users?



Market Research Insights

Those with no cars in the household were significantly more likely to say improving real-time information was extremely important (45%)

Topic Area

Online survey - what you said

Bus Stops - Facilities

40 comments

“ The boards that display information on when buses and trams are coming is not fit for purpose. It's often totally unreliable and even shows 'ghost' buses/trams that never appear. Obviously the same information is on the app as it is equally unreliable.

Real time bus information can help improve credibility. Lately (all of 2023) have experienced incorrect data and no-shows causing delays in my journeys. Improving digital infrastructure like real-time data on timings, routes, accessibility etc. could have a larger city wide impact, where as improvements to physical infrastructure like bus stops (although important) benefits the local area.

It would also be grand if the infrastructure improvements included changes to the stops to enable level-boarding, or near level-boarding

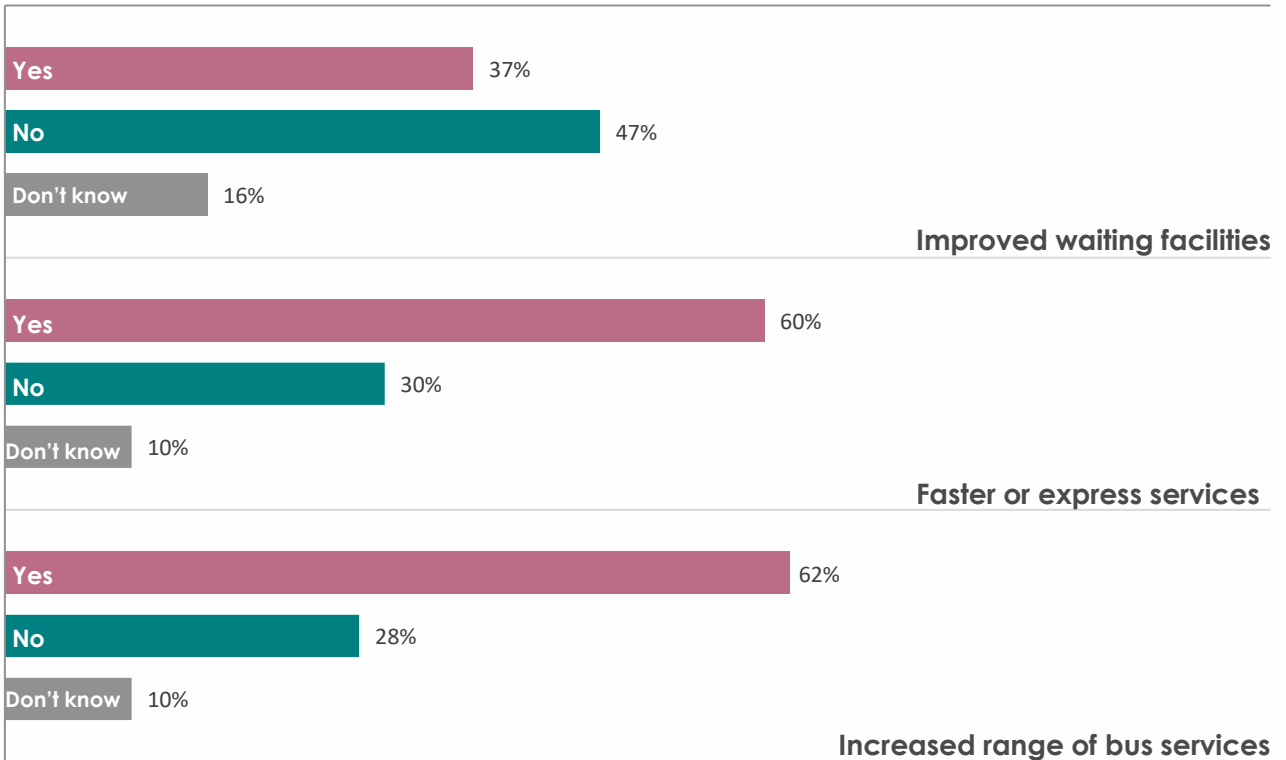
Floating Bus Stops

4 comments

“ The use of floating bus stops and continuous placements need to be reviewed, as they cause problems for visually impaired pedestrians.

Delivering Improvements to our Public Transport Network

Would you be willing or able to walk or wheel a little further to reach a bus stop where there are...



Topic Area Online survey - what you said

Walking / wheeling further to bus stops

Longer gaps between bus stops impacts directly on elderly and disabled. Bad idea

Walking further than at present for the bus or other public transport has potential problems - it's less convenient, mainly as it makes the journey longer, and those of us less able (i.e. not just the disabled, but the old, frail etc) can't manage long walks; all of that discourages use of public transportation and also puts people off visiting affected areas

Further to the questions relating to the bus service (express, more frequent buses & better bus stops), I answered don't know as there would need to be additional infrastructure to assist people with mobility issues to enable them to benefit from these suggestions, such as increase frequency and number of benches for resting along the additional journey otherwise the suggestion will only really benefit able bodied people and not be inclusive or recognise people with additional needs.

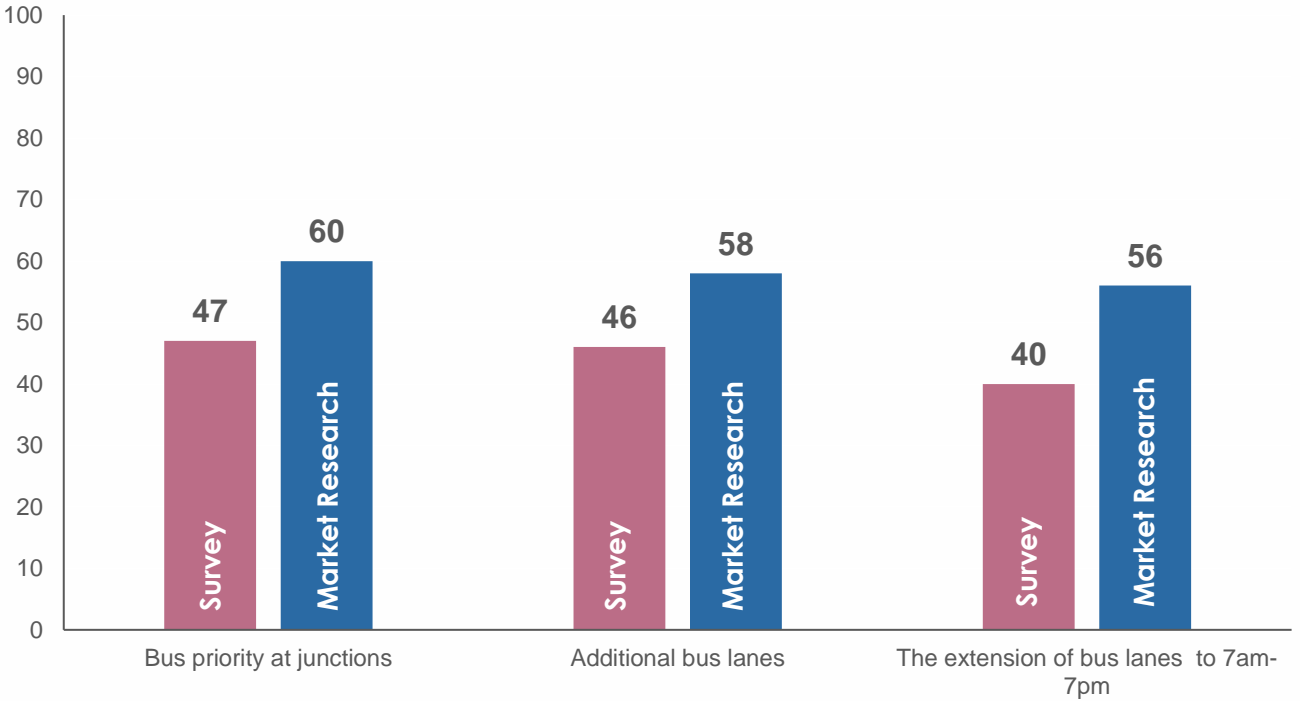
If I am to use public transport I need to have bus stops within reasonable walking distance. While people with wheelchairs and walking aids are considered, those who can not walk far are overlooked.

Delivering Improvements to our Public Transport Network – Infrastructure

Focus GroupC	Focus Group Insights
Experiencing Poverty	<p>The group felt that improvements to bus stops are necessary and welcome, with the need for accurate real-time information also highlighted. There was also support for improved seating and lighting.</p>
Rural Communities	<p>The group were supportive of improvements to bus stops, in particular lighting. They also mentioned that having up to date information on bus trackers would be welcome. However, was seen to be a 'nice to have' rather than essential.</p>
Women	<p>The group were supportive of improved waiting facilities which could improve the safety and comfort of users. Lighting was also thought to be important. They felt that there is not enough real-time information regarding the availability of wheelchair / pram space on buses. Generally, real-time information was noted to be important by this group.</p>
Parents of young children	<p>The group were supportive of improving lighting and adding security cameras at bus stops. They also wanted to see an expansion of bus routes, better journey times and more space for accommodating prams on the bus. They felt that the improvements to real-time information should be a priority – including information regarding wheelchair / pram spaces.</p>
Young	<p>This group felt that one of the main barriers to bus travel is the bus tracker not working. They were generally less concerned about waiting facilities.</p>
Old	<p>The key issues raised by this group were the bus stop locations (too much distance between stops), bus shelters (inconsistent provision and now weatherproof) and the tracker system. They wanted a focus on safe, weatherproof and lit shelters. Improving bus tracker system about wheelchair spaces was also thought to be a priority. They also mentioned that they are unsupportive of any changes to the bus stop locations.</p>
Disabled	<p>The priority for this group was changing the layout of bus stops. They felt that lighting and the shelter quality were cosmetic and less important. They also highlighted frustration with the quality and reliability of real-time information and want more information on the number of available disabled spaces.</p>

Delivering Improvements to our Public Transport Network

How important do you think the following measures are to providing faster and more reliable bus services?



Market Research Insights

Respondents who indicated that they used motorcycles to travel around Edinburgh were particularly supportive of introducing additional bus lanes, with 49% selecting extremely important

Topic Area

Online survey - what you said

Bus Lanes / Priority

111 comments



I am strongly opposed to changing times of bus lanes. The system works well at present and the proposed change will only lead to more congestion and pollution, something the Council are trying to reduce.

I have concerns regarding the 7am-7pm bus lanes as they are not required as standard, during rush hours possibly but all day is excessive.

Edinburgh has a good bus service but buses need to be given more priority, including more dedicated bus lanes, priority given to buses when there are road works and protected accessibility at bus stops.

More bus gates please and more modal filters. Without them our city will remain choked by private cars.



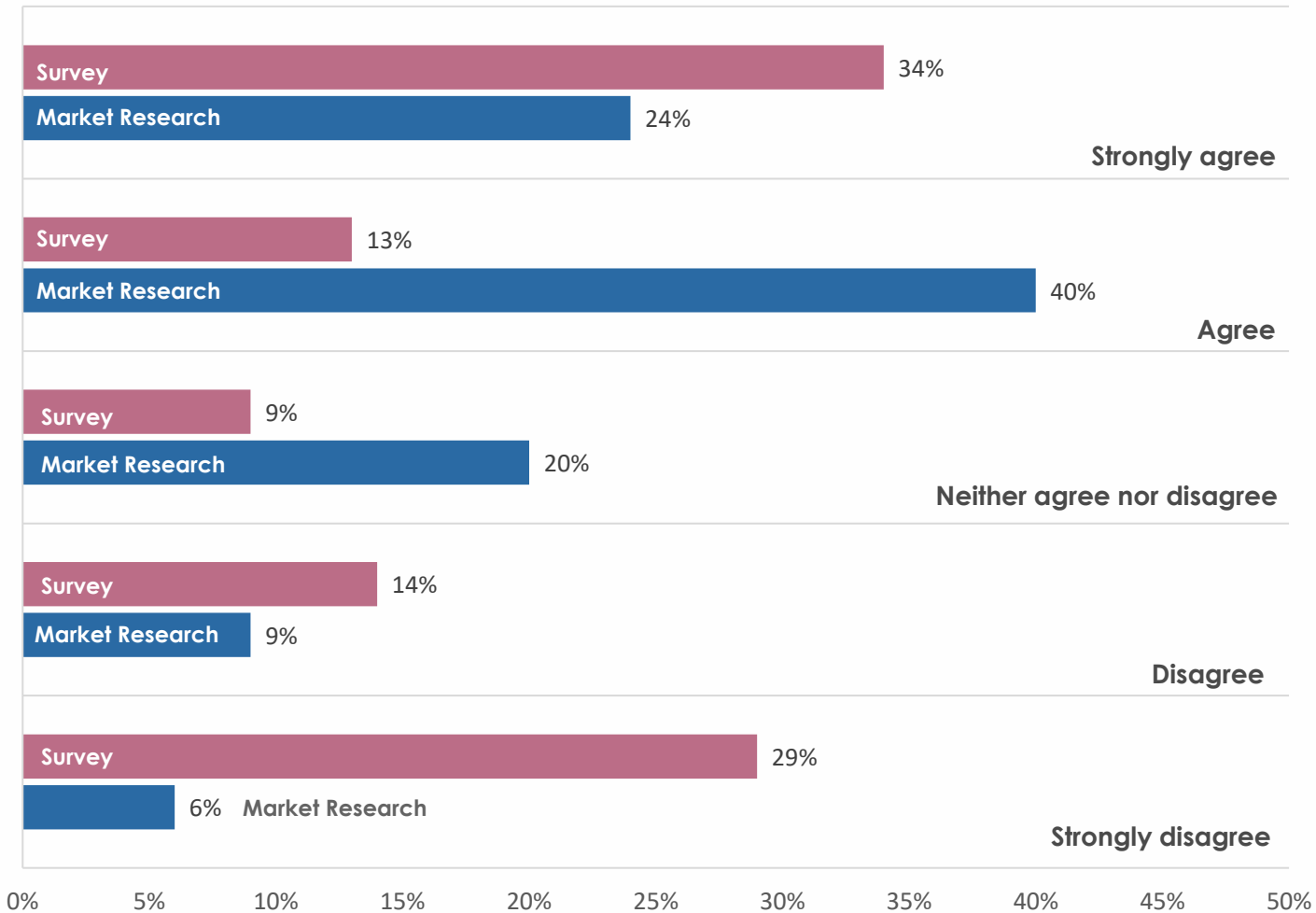
Bus priority measures at junctions will need to be introduced too. While this will undoubtedly inconvenience drivers, this trade-off is necessary to reduce journey times for public transport making it a more competitive option.

Delivering Improvements to our Public Transport Network – Priority

Focus Group	Focus Group Insights
<p>Experiencing Poverty</p>	<p>The group felt that it was easy to use a bus in Edinburgh, specifically highlighting that the price structure was good. They also mentioned that the ability to pay by card was positive. The older respondents highlighted issues of anti-social behaviour on buses and criticised the road infrastructure for not being able to accommodate a cycle lane and buses.</p>
<p>Rural Communities</p>	<p>Public transport was identified as a key issue, with bus provision into the city centre reportedly being inadequate. The cost of public transport and the lack of connections were also mentioned. This group would like improvements to the range and frequency of bus services to be prioritised. There were mixed views on bus priority measures. While they agreed with bus priority at signals, they were less supportive of the introduction of more bus lanes and the expansion of the bus lane operational hours as these are viewed to cause congestion. They also felt that drivers are being unduly penalised – which they see as their only opportunity due to the lack of alternatives.</p>
<p>Women</p>	<p>The group felt that there is not enough space for prams / wheelchairs on buses. Those who use the bus (and do not have cars) were in favour of all bus priority measures but those who frequently use their car were against all the measures. In general, there was support for a small extension of the bus lane timings but not to 7-7-7.</p>
<p>Parents of young children</p>	<p>The group were broadly in favour of bus priority measures at signals and introducing more bus lanes but feel but operational times are already enough.</p>
<p>Young</p>	<p>This group noted that they often choose to drive rather than travel by bus due to ease and quicker journey time. Lack of bus provision outside the city centre was identified as a barrier to bus use. The biggest priority for this group was extending bus lanes to speed up services.</p>
<p>Old</p>	<p>While the bus network is good, the key issue for this group was the impact of roadworks / diversions (e.g. Roseburn) on bus services. They were in favour of all measures to improve bus journey times, however, those who drive were more against the extension of bus lane operating times. It was felt that it would be better to keep bus lanes for buses, instead of letting cyclists, motorbikes and taxis use them.</p>
<p>Disabled</p>	<p>The priorities of this group included a full review of the bus network to identify any gaps in provision and a need for more space for wheelchairs on buses. There were some comments regarding the high cost of buses. In terms of priority measures, there was support for some extension but not across the whole city. The group were generally unsupportive of the extension of bus lane operating times as this would have an impact on cars.</p>

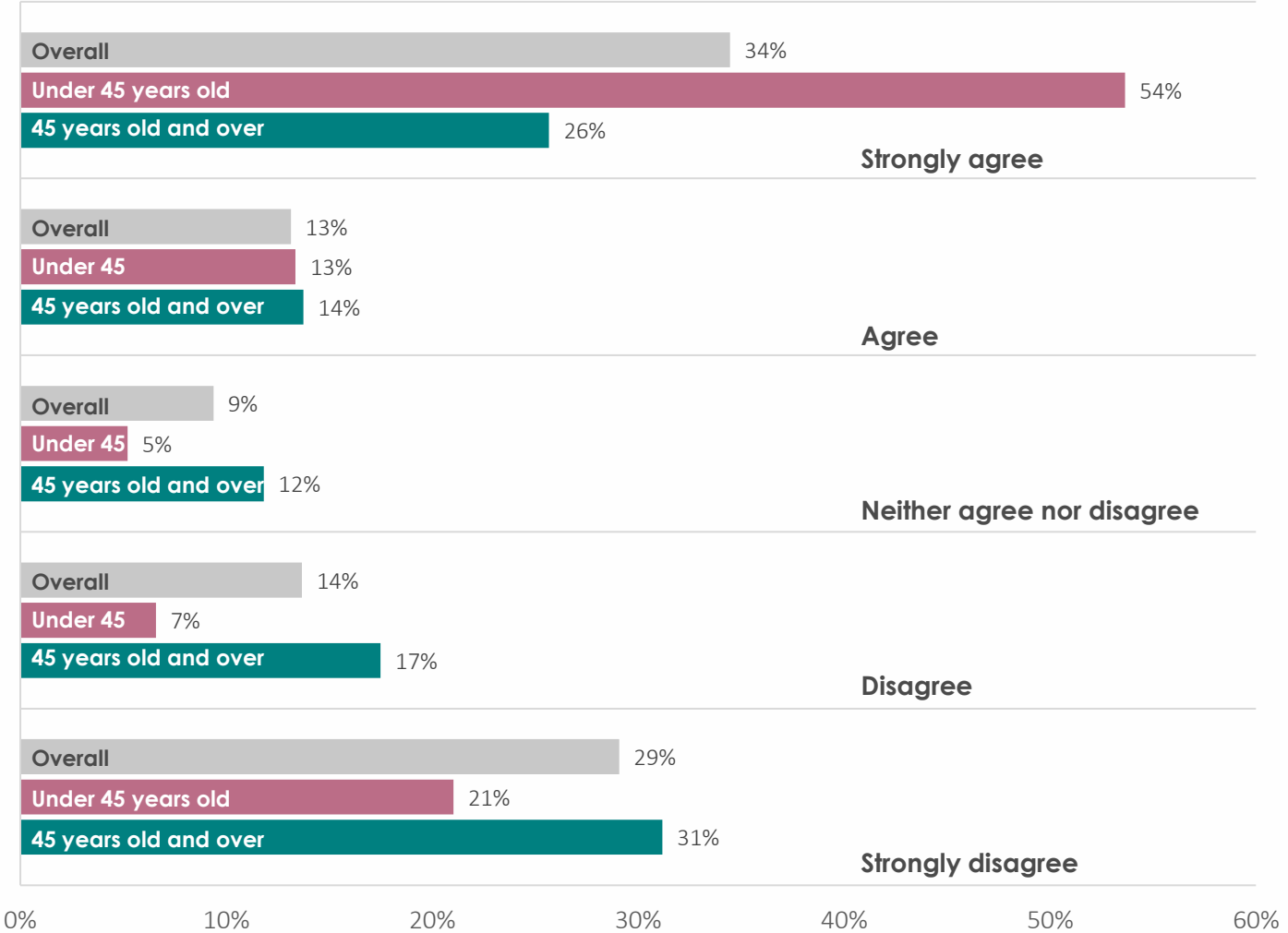
Delivering a People-Friendly City Centre

To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre so that we can deliver a friendlier environment or people living and spending time in, shopping, working and visiting?



Delivering a People-Friendly City Centre

To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre so that we can deliver a friendlier environment or people living and spending time in, shopping, working and visiting?



Topic Area Online survey - what you said

Through Traffic

Closing some roads to traffic just pushes traffic just pushes traffic onto surrounding roads.

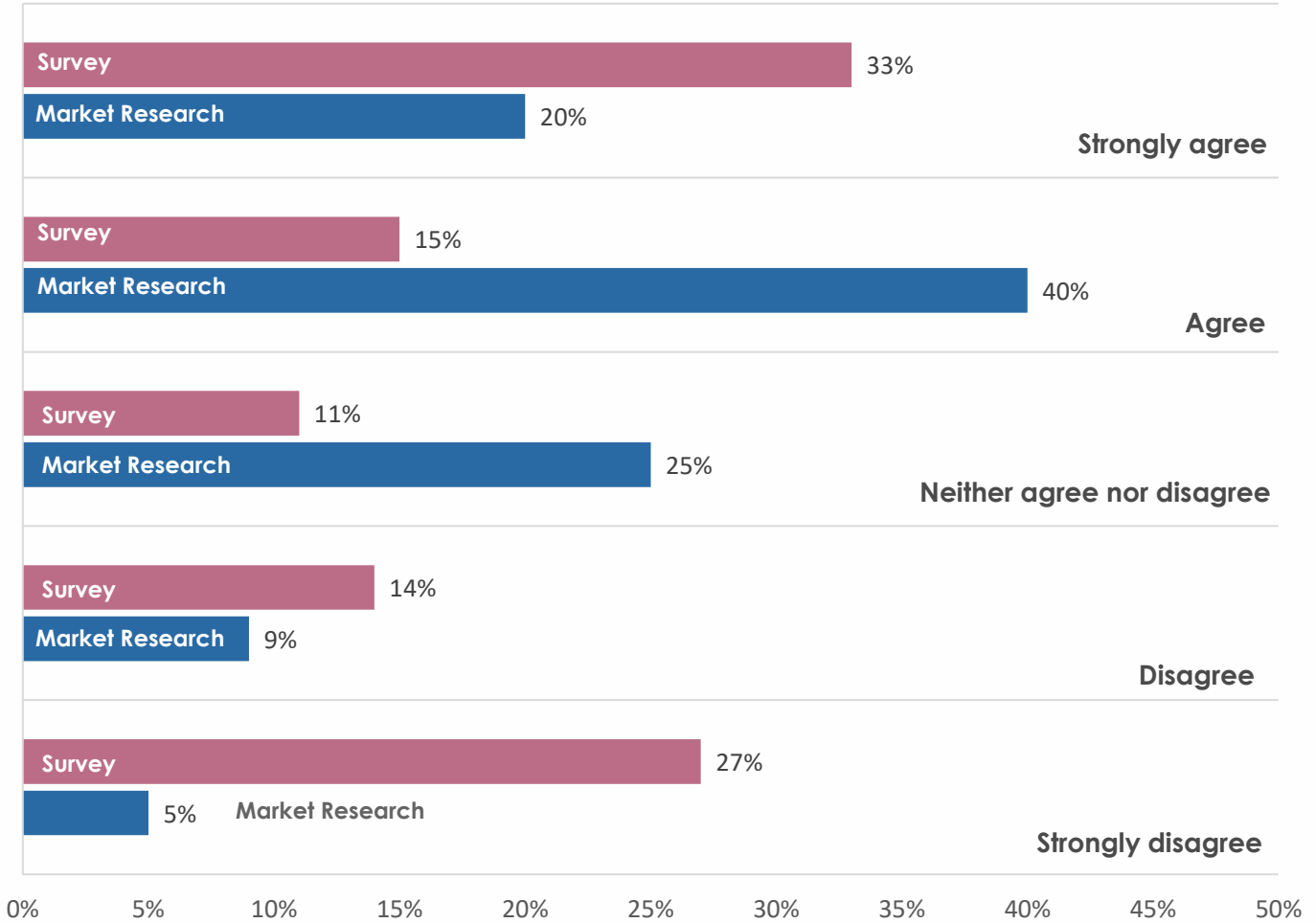
I would like to see more liveable neighbourhoods, where through traffic is reduced by the use of filters.

Faster delivery of through traffic reduction in the city centre including low cost measures such as filters and banned turns on minor roads.

The Clerk Street - Surgeon's Hall - South Bridge - North Bridge corridor should not have through traffic and should be prioritised as a cycling and public transport corridor with high quality cycle lanes and high quality bus infrastructure.

Delivering a People-Friendly City Centre

To what extent do you agree or disagree with introducing a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone?

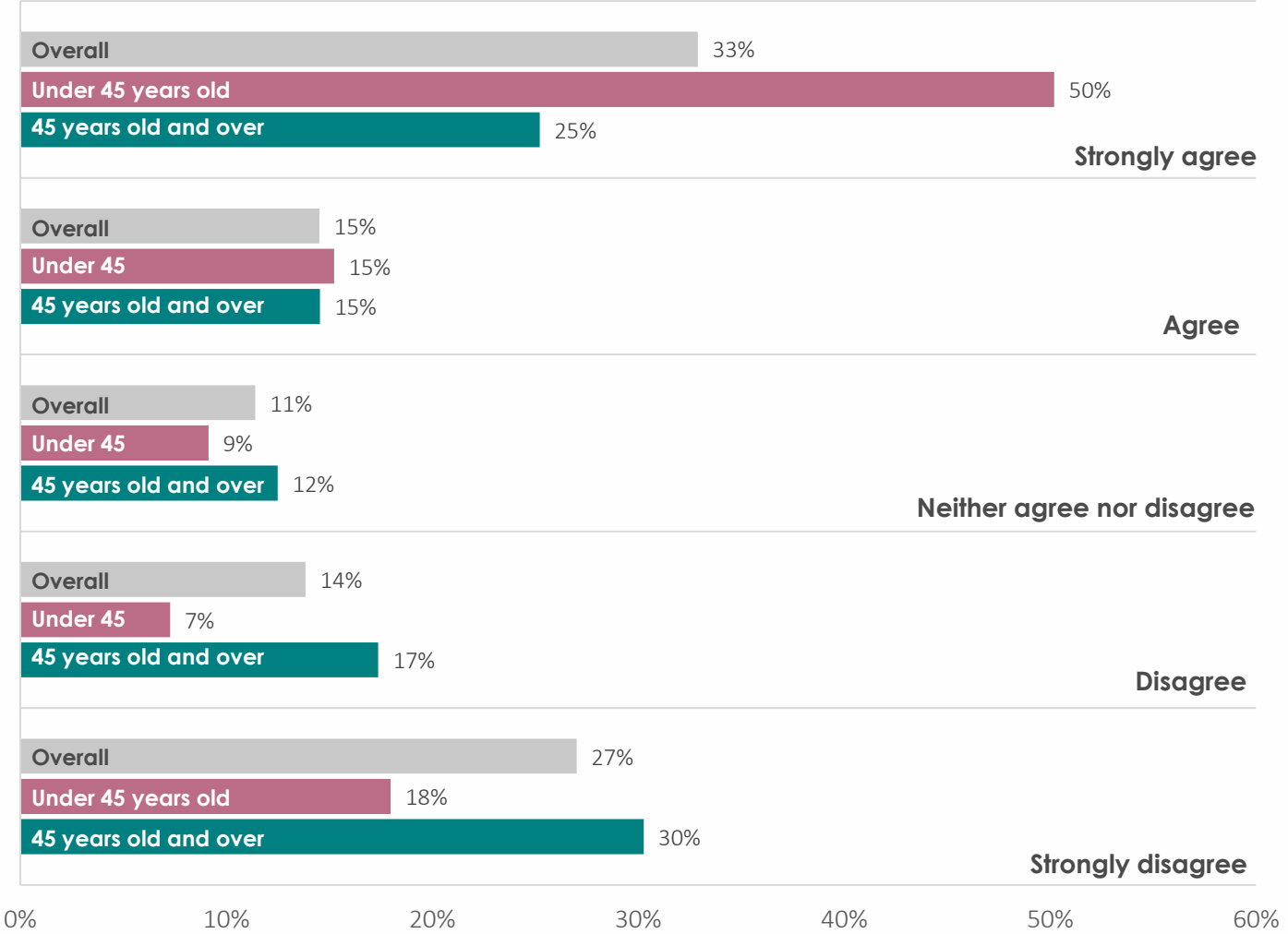


Overall survey Support
48%

Overall market research Support
60%

Delivering a People-Friendly City Centre

To what extent do you agree or disagree with introducing a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone?



Topic Area Online survey - what you said

Parking in the city centre

Reduce parking in town to make more space for people

Much less parking and actively discouraging people bringing cars into town

Parking is a rip off, people can't get into town in cars which causes away shoppers probably why Princes St is all tat shops now.

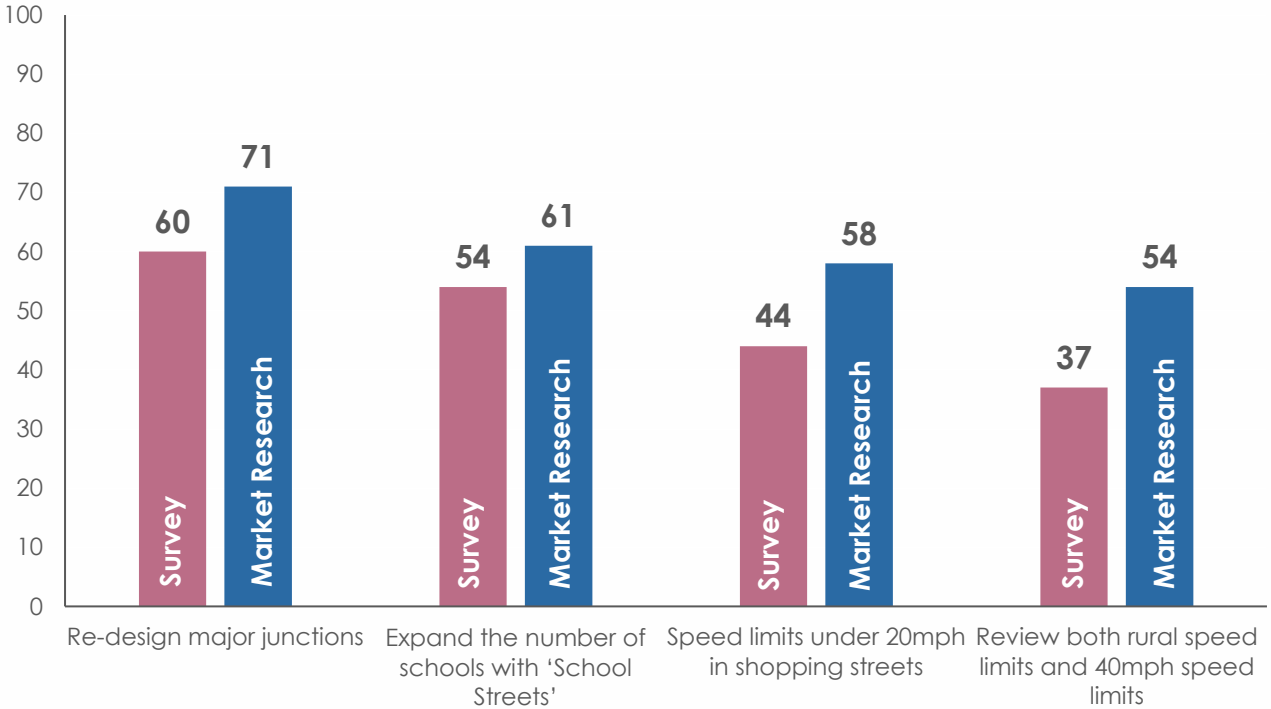
Reducing the amount of parking in the city Center is another ridiculous measure - completely ignoring the fact that many people live and work there - what about eg. shift workers, who do not have a viable or safe alternative for travel, other than to own a car. Or individuals who require equipment and need to transport it for their jobs.

Delivering a People Friendly City Centre

Focus Group	Focus Group Insights
Rural Communities	<p>The group raised concerns regarding increased restrictions. They felt that pedestrianisation would be for the benefit of tourists, not residents and could see no real benefits of the measures. It was felt that it would discourage local people from going to the city centre.</p>
Women	<p>Most respondents felt that reducing traffic in the city centre would be a good thing – as long as there was adequate provision for blue badge holders. They supported the pedestrianisation of Fredrick Street, Hanover Street and Princes Street. The group also supported the removal of kerbside parking in these central areas.</p>
Young	<p>The group were negative towards the measures, feeling that an increase in restrictions would create more congestion and longer journeys elsewhere. However, they noted that restrictions would be more palatable if public transport was better.</p>
Disabled	<p>The key issues raised by the group concerning the city centre largely focussed on footway surface and narrow/congested footways. There was specific reference to the Royal Mile as it is too narrow, and Shandwick Place was considered to be too busy and blocked by people waiting to get on the bus.</p> <p>Increased restrictions on through traffic was supported by this group, however, they noted that blue badge holders should have priority and public transport improvements are required. There was also support for kerbside parking restrictions, however, the group did not want to see a blanket ban of parking. They noted that any restrictions to car usage needs to be communicated as part of the future of the city.</p>

Achieving city-wide road safety targets

How important do you think the following measures are to achieve our zero fatalities target by 2030?



Market Research Insights

The following significant differences were noted when analysing subgroups:

- Those with kids at home thought it was extremely important to redesign major junctions (37%) and expand the number of school streets (28%)
- People with no cars at home were more likely to feel speed limits under 20mph were extremely important (31%)

Topic Area

Online survey - what you said

Junction Design

37 comments

Please prioritise improvements to major junctions to make them more pleasant and safer for, and easier to use by, people not in vehicles - Tollcross and Haymarket in particular.

The dangerous obscuring of junctions along leith walk is not aiding pedestrians when there is no clear indication that cars are able to turn into the side roads

We strongly agree with the prioritisation of measures to improve safety for the most vulnerable road users and achieve a zero fatalities target by 2030 or sooner. We strongly support the measures listed, including: redesigning major junctions in the city

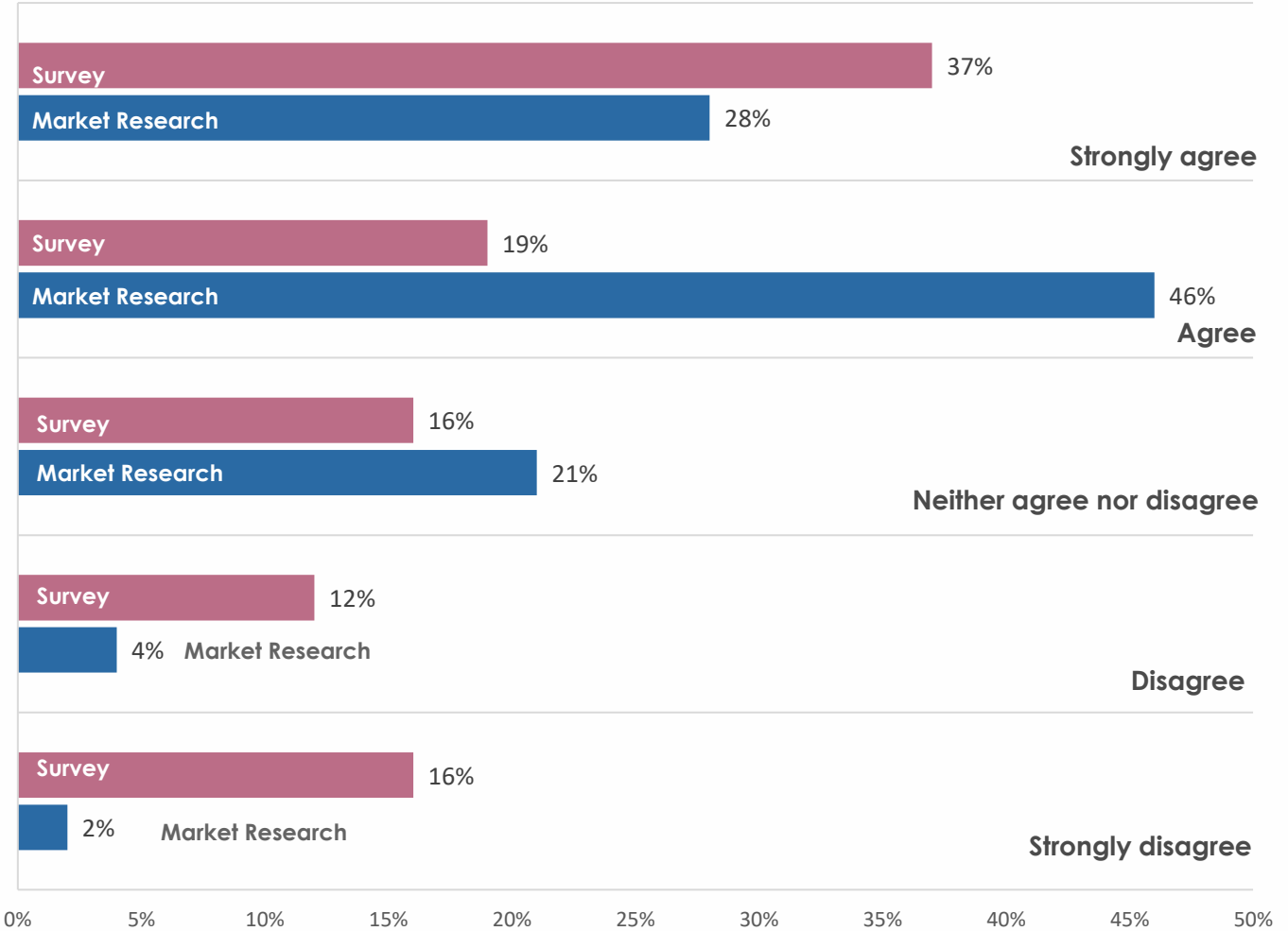
Achieving city-wide road safety targets

How important do you think the following measures are to achieve our zero fatalities target by 2030?

Topic Area	Online survey - what you said
School Streets 31 comments	<p><i>School streets should be introduced (closed to traffic at certain times) around every school.</i></p> <p><i>For all the talk of School Streets and Place making the current proposals above look to still hem in pedestrians with crash barriers.</i></p> <p><i>School streets need to be seriously prioritised also to reduce the negative impact and danger of motor vehicles...and not just primary schools...all schools to encourage safe walking/wheeling /cycling at an early age so that transfers more easily to adult behaviour.</i></p> <p><i>Currently some of your school road closures actually make the emissions situation worse as people end up stopping, reversing etc and going longer routes.</i></p>
Speed Limits 145 comments	<p><i>I highly believe in 20mph as this allow walkers to cross safely and where there are no crossings, cyclists to be able to cross or move into the moving traffic safely.</i></p> <p><i>There are 20 mph zones currently in place this isn't abided by therefore a waste of time and money</i></p> <p><i>The 20 mph limits are more than sufficient to make the roads safe but the majority of motorists don't comply.</i></p> <p><i>We need better enforcement of all aspects of traffic (especially 20mph limits) - this is much more important than extending the number of 20mph streets.</i></p> <p><i>20 mph has made a very good improvement to the safety of local streets for pedestrians, but it is not policed</i></p> <p><i>The 20mph speed limit is excellent and makes me feel safer as a pedestrian, cyclist and driver</i></p> <p><i>Cutting down speed (rural to 40,40 to 30,30 to 20 etc) has to be accompanied with full enforcement. Else it is a waste of public money.</i></p>

Achieving city-wide road safety targets

How much do you agree or disagree with taking action to protect vulnerable road users at major junctions which may impact motorised traffic?



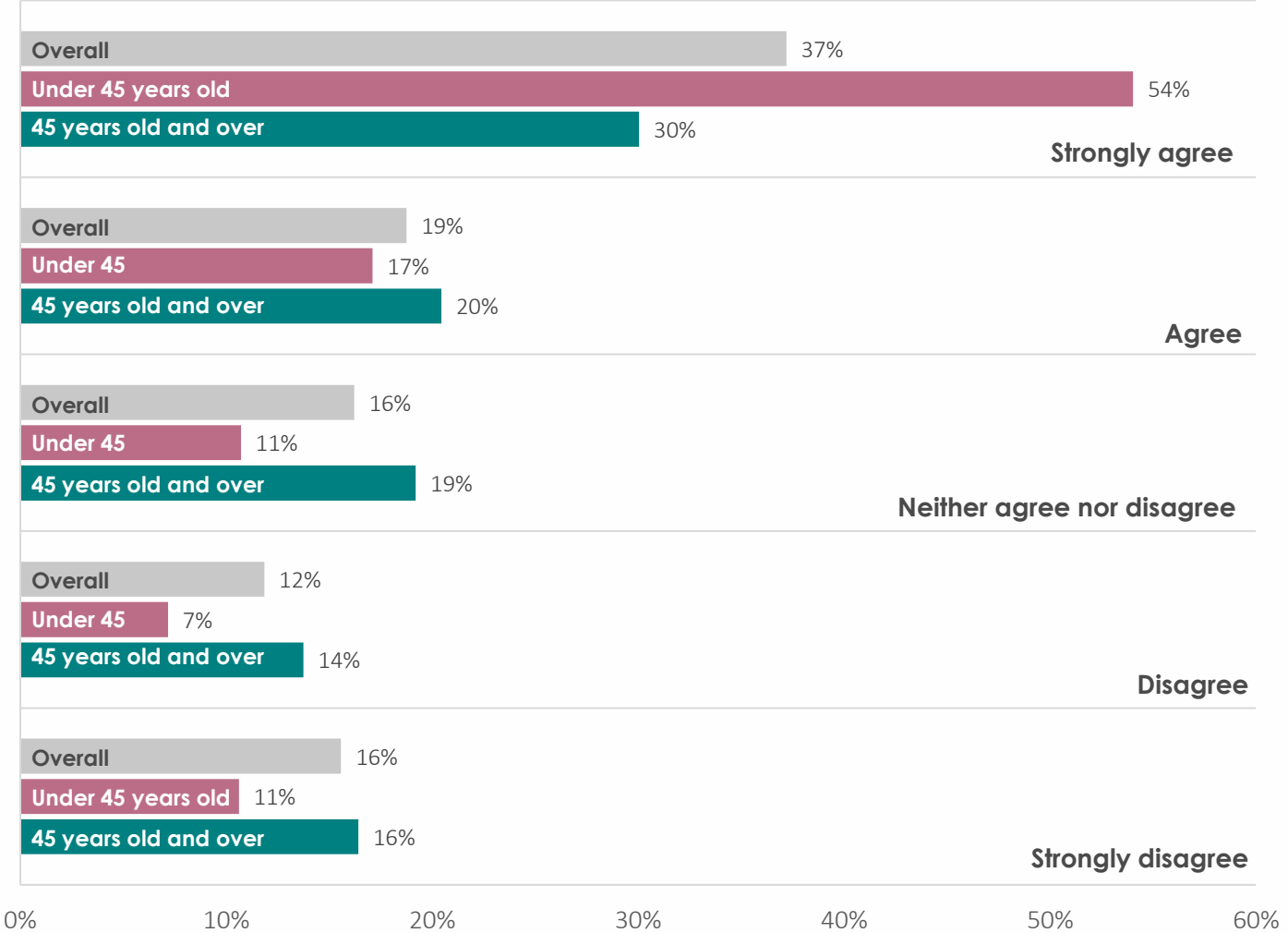
Overall survey Support
56%

Overall market research Support
74%



Achieving city-wide road safety targets

How much do you agree or disagree with taking action to protect vulnerable road users at major junctions which may impact motorised traffic?



Topic Area Online survey - what you said

Crossings

62 comments

“ You need to pay special attention to the crossings on George IV bridge at Candlemakers Row, including Greyfriars Bobby, College Street and the High street. The construction on the corner for the latter is very tricky for pedestrians. ”

Safest pedestrian crossings are those with radar to allow people enough time to cross.

Pedestrian crossing is very much an after-thought compared to traffic priority. ”

We should copy many continental countries that have Zebra crossings at all junctions with main roads.

Achieving city-wide road safety targets

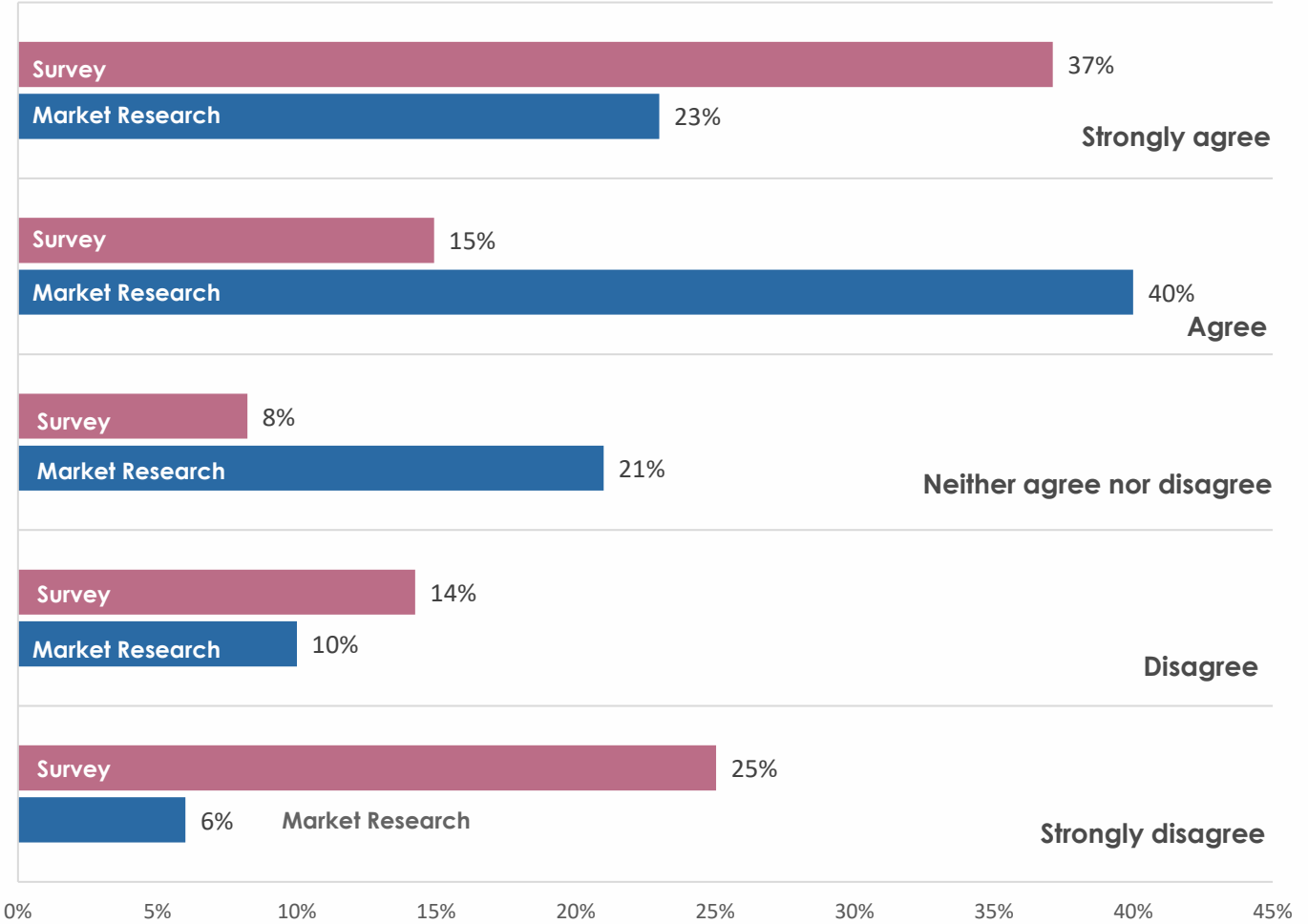
How much do you agree or disagree with taking action to protect vulnerable road users at major junctions which may impact motorised traffic?

Topic Area	Online survey - what you said
Junction Design 31 comments	<p>Many junctions need redesigned to prioritise pedestrians - for example at Tollcross</p> <p>We strongly support the measures listed, including: redesigning major junctions in the city</p> <p>You need to ensure that any changes to major junctions to improve safety for vulnerable users does not cause additional congestion or pollution from vehicles</p> <p>More pedestrian priority at road crossings and redesigning dangerous junctions would be my number one priority</p>
Priority 28 comments	<p>Any measures to improve streets and especially junctions for vulnerable road users should also have a positive impact to public transport, even if it means making it less convenient for cars.</p> <p>Please can you start prioritising pedestrians at traffic lights</p>

Focus Group	Focus Group Insights
Experiencing Poverty	<p>The group noted that traffic around schools was a problem due to a lack of enforcement of current measures (cars driving on school streets and around planters).</p>
Parents of young children	<p>The group were very supportive of the zero fatalities road safety targets and associated measures. They supported education, clear signage, good road conditions and the re-designing of junctions. The group also supported building schools within walking distance of residential areas, school streets and better public transport to schools. They were unsure about changes to speed limits.</p>
Young	<p>While the group acknowledged that reducing speed limits would be safer, they did not want to see these restrictions as drivers. They felt that improvements from other aspects of the City Mobility Plan would also improve road safety.</p>

Improving our public transport and active travel corridors

To what extent do you agree or disagree with reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport?

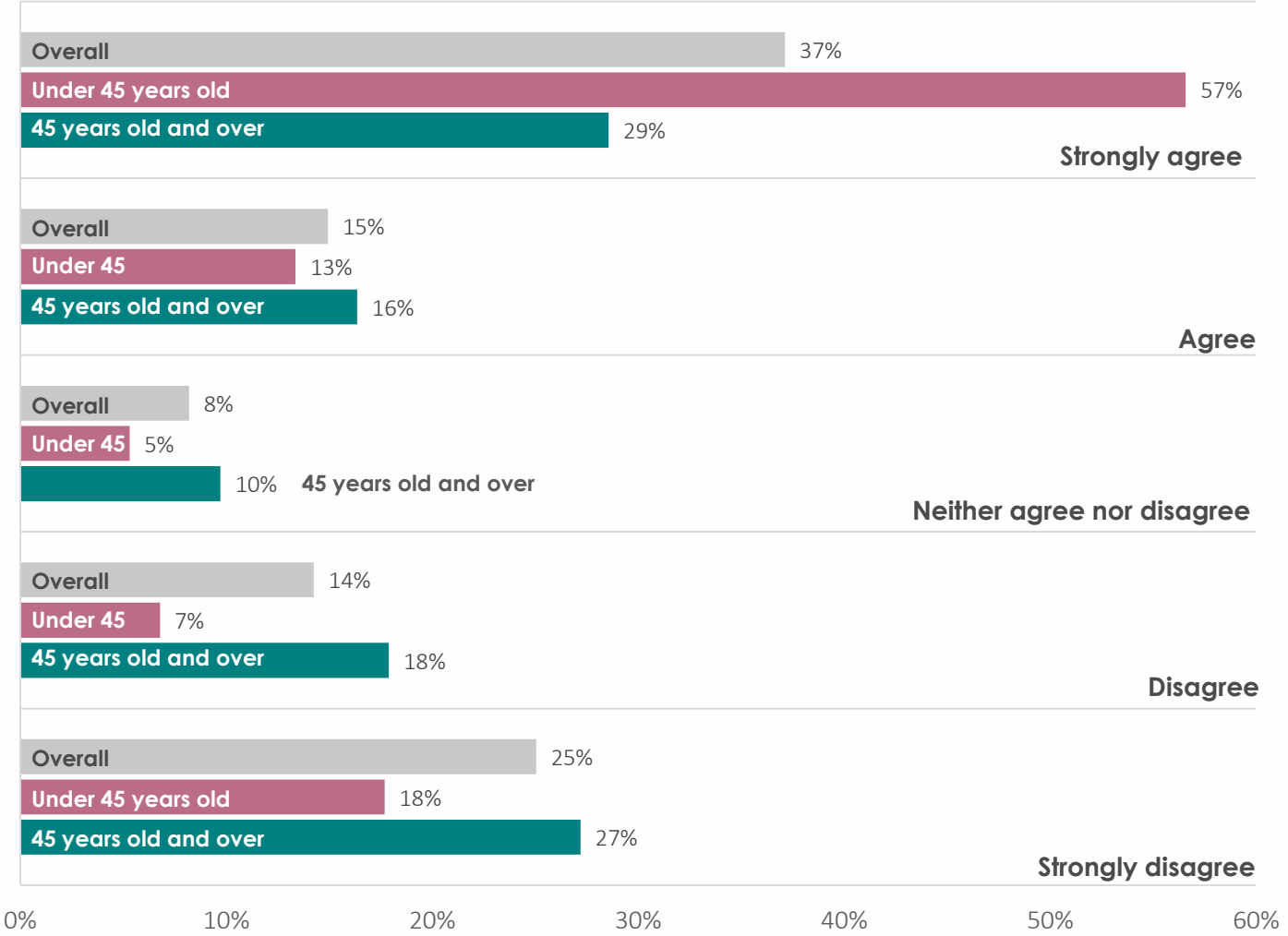


Overall survey Support
52%

Overall market research Support
63%

Improving our public transport and active travel corridors

To what extent do you agree or disagree with reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport?



Topic Area Online survey - what you said

Parking

172 comments

I would just like to reiterate how important I feel it would be to deprioritise on-street car parking in the effort to improve safety and quality of life for cyclists and pavement users (wheeling/walking).

Reducing kerbside parking so that people park in car parks, you would need to provide actual car parks for that to happen. Kerbside parking is rife especially in the city centre because there isn't enough parking

Given how few blue badge spaces there are in this city, the removal of on-street parking makes life harder for blue badge holders as the chances of getting parked at all are reduced.

I strongly support the removal of on-street parking at any time of day on arterial roads in Edinburgh moving all parking to side streets.

Main Road Corridors

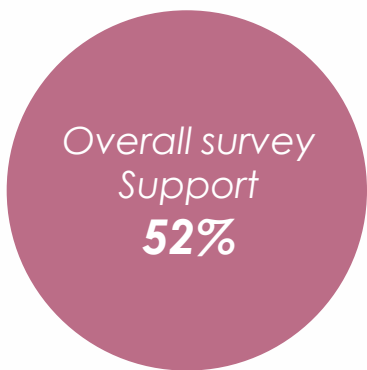
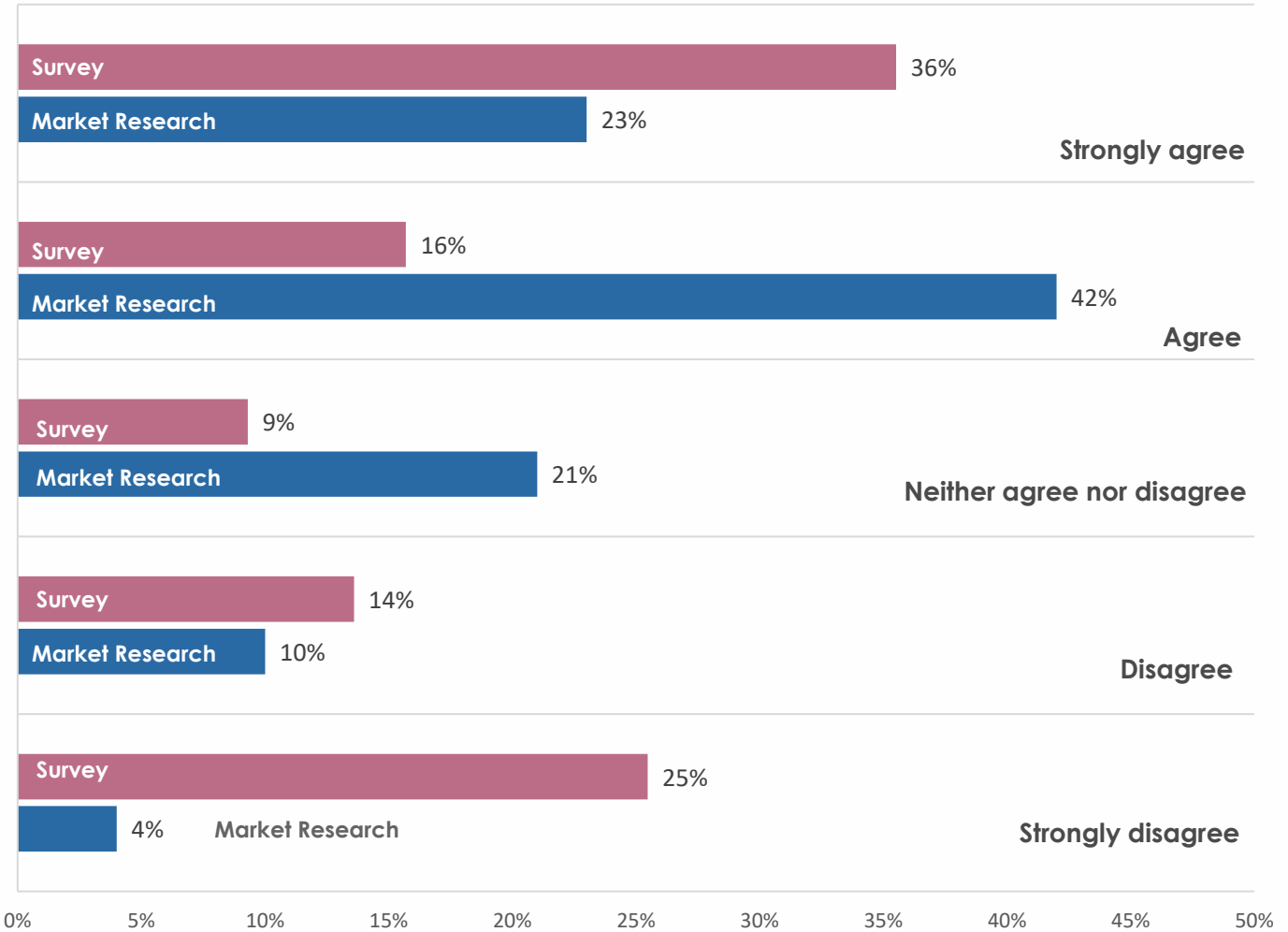
Focus Group	Focus Group Insights
Rural Communities	<i>The group largely rejected reducing kerbside parking, partly due to the time it would take to complete the footway widening workings and due to a feeling that there is a lack of parking already.</i>
Women (older)	<i>The drivers within the group felt that introducing more cycle lanes on main roads was unfair to drivers as it was removing road space. NB: none of the group cycles.</i>

Improving our Public Transport and Active Travel Corridors

Focus Group	Focus Group Insights
Experiencing Poverty	<i>The group had mixed views on the idea of reducing parking.</i>

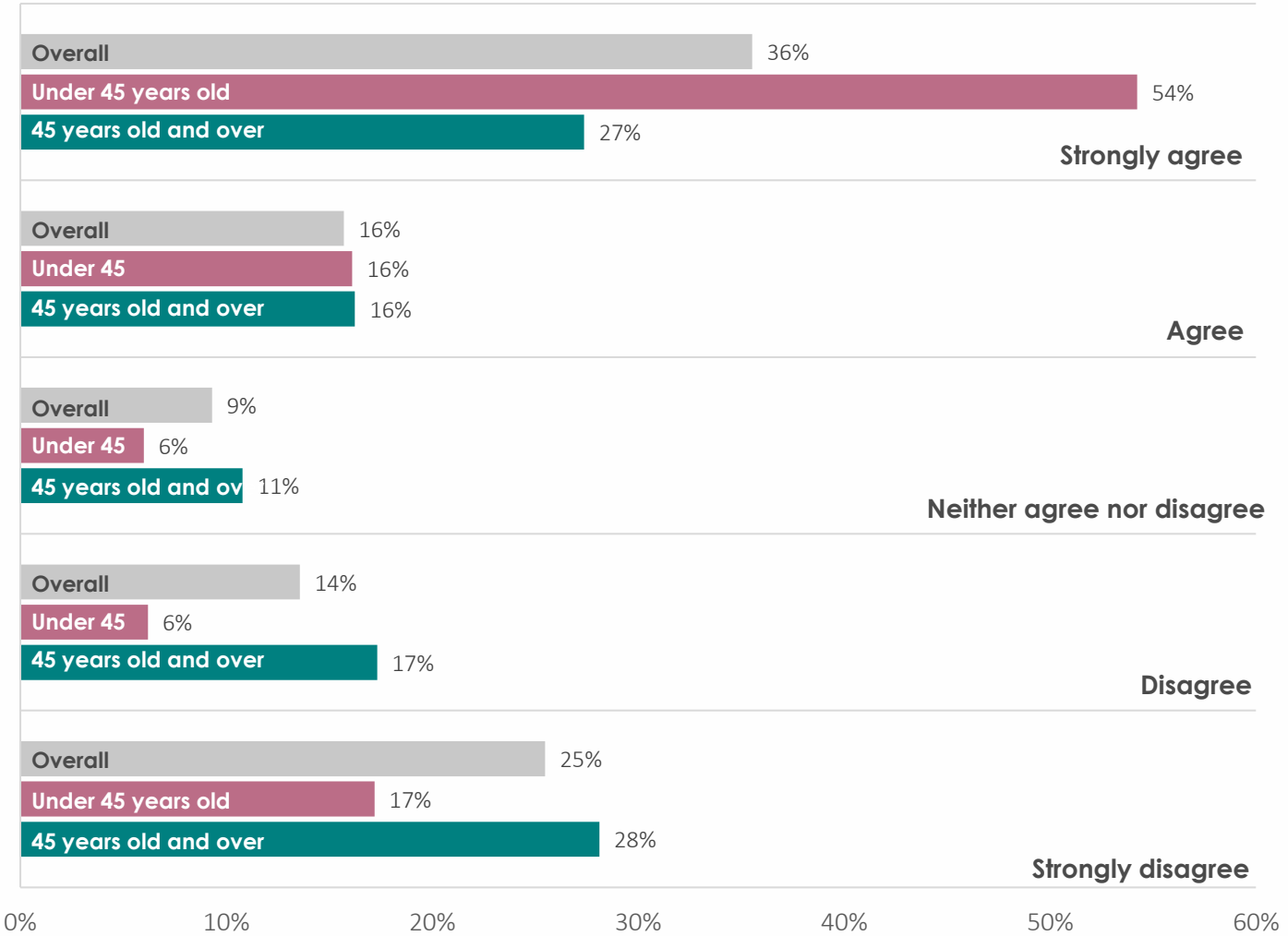
Delivering vibrant shopping streets

To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?



Delivering vibrant shopping streets

To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?



Topic Area Online survey - what you said

Kerbside Parking

88 comments

Closing off roads and limiting parking spaces is making life extremely difficult for both disabled and able-bodied residents of Edinburgh.

Reducing on street parking is difficult in the main high streets in Edinburgh. Business rely on shoppers' ability to pop in and for disabled access to be easy. I don't believe this is a priority in our city at this time.

Taking away kerbside parking from shopping streets might only lead to dangerous parking, blocking foot or cycle path, or bus lanes.

Move parking from outside shops to side streets.

Delivering vibrant shopping streets

To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?

Topic Area Online survey - what you said

Loading Restrictions

20 comments



Assigned loading spaces need to be provided for businesses.

City centre businesses rely on deliveries and customers, and it must be recognised that vehicle use is central to these people.

Restrict loading to off-peak times.

Blue Badge Holders

61 comments

Reducing on-street parking around shopping streets excludes those with poor mobility (they may not qualify for a blue badge but still struggle). It also reduces the passing trade in small independent shops.

Given how few blue badge spaces there are in this city, the removal of on-street parking makes life harder for blue badge holders as the chances of getting parked at all are reduced.

Removal of parking also vastly reduces the amount of spaces available for disabled badge holders.

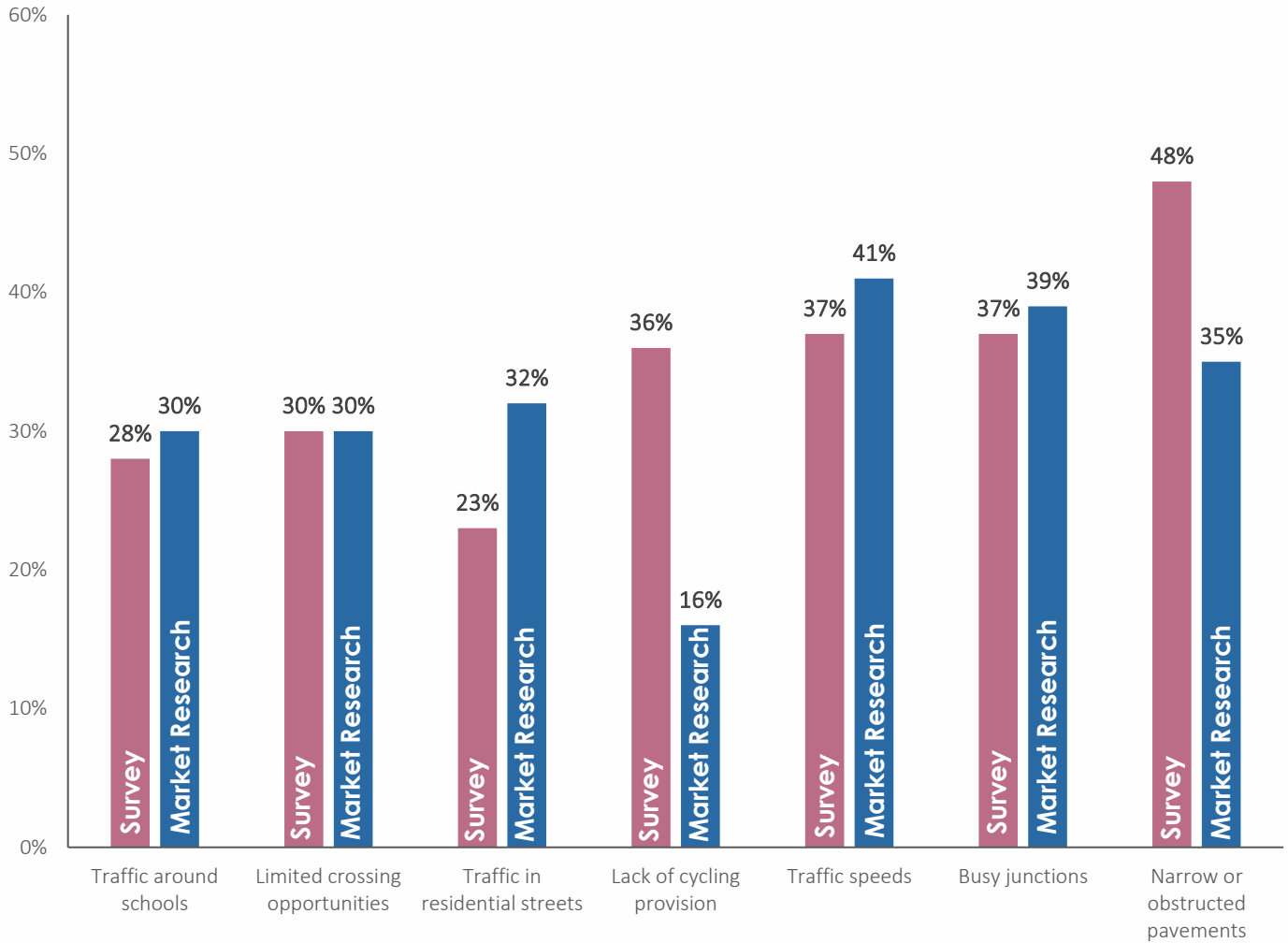
Continue to remove on-street parking, while maintaining disabled spaces for license holders



Focus Group	Focus Group Insights
Experiencing Poverty	The older participants felt that it was a 'massive priority' to reduce or even get rid of parking altogether on shopping streets to allow for the widening of narrow pavements. It was noted that Princes Street should be improved.
Disabled	In relation to reducing kerbside parking, it was felt to be a positive measure in some areas (e.g. Stockbridge and shopping streets). However, it was noted that parking restrictions need to come hand-in-hand with improvements to the public transport network.

Delivering Liveable Neighbourhoods

Within your neighbourhood, do any of the following have a negative impact on how you or your family feel about moving around when walking, wheeling or cycling locally?



Market Research Insights

Some significant differences were noted by subgroups:

Those with children at home were more likely to mention traffic speeds (51%) and traffic around schools (41%)

People with mobility issues were more likely to mention traffic around schools (50%) and narrow / obstructed pavements (49%)

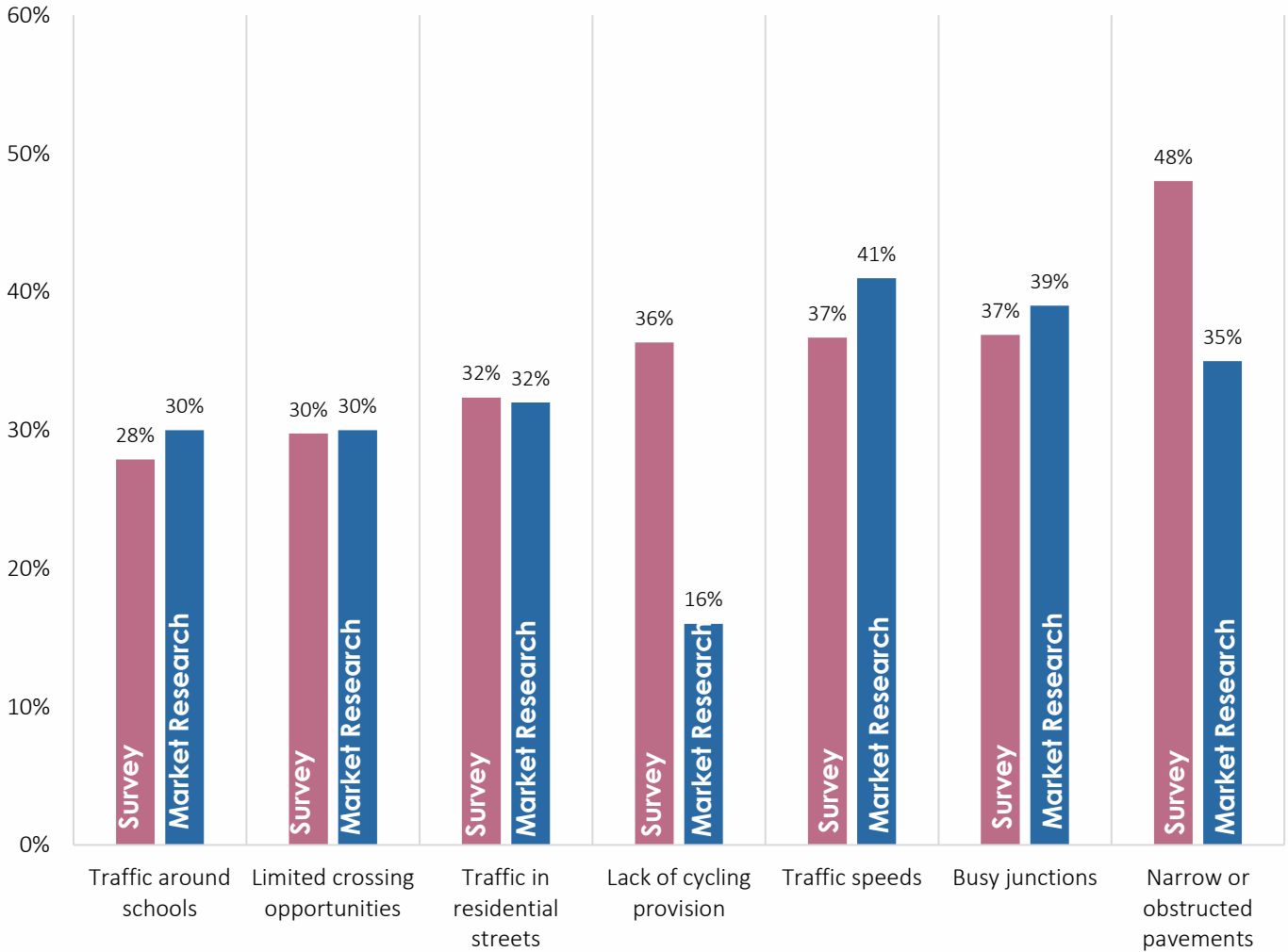
Those who used wheelchairs to get around in the previous month (although a small sample size) were more likely to cite traffic around schools (76%) and busy junctions (87%)

Those who used bicycles to get around Edinburgh in the previous month were more likely to mention lack of cycling provision (36%)

People with no cars in the household were more likely to say narrow / obstructed pavements (43%) and limited crossing opportunities (42%).

Delivering Liveable Neighbourhoods

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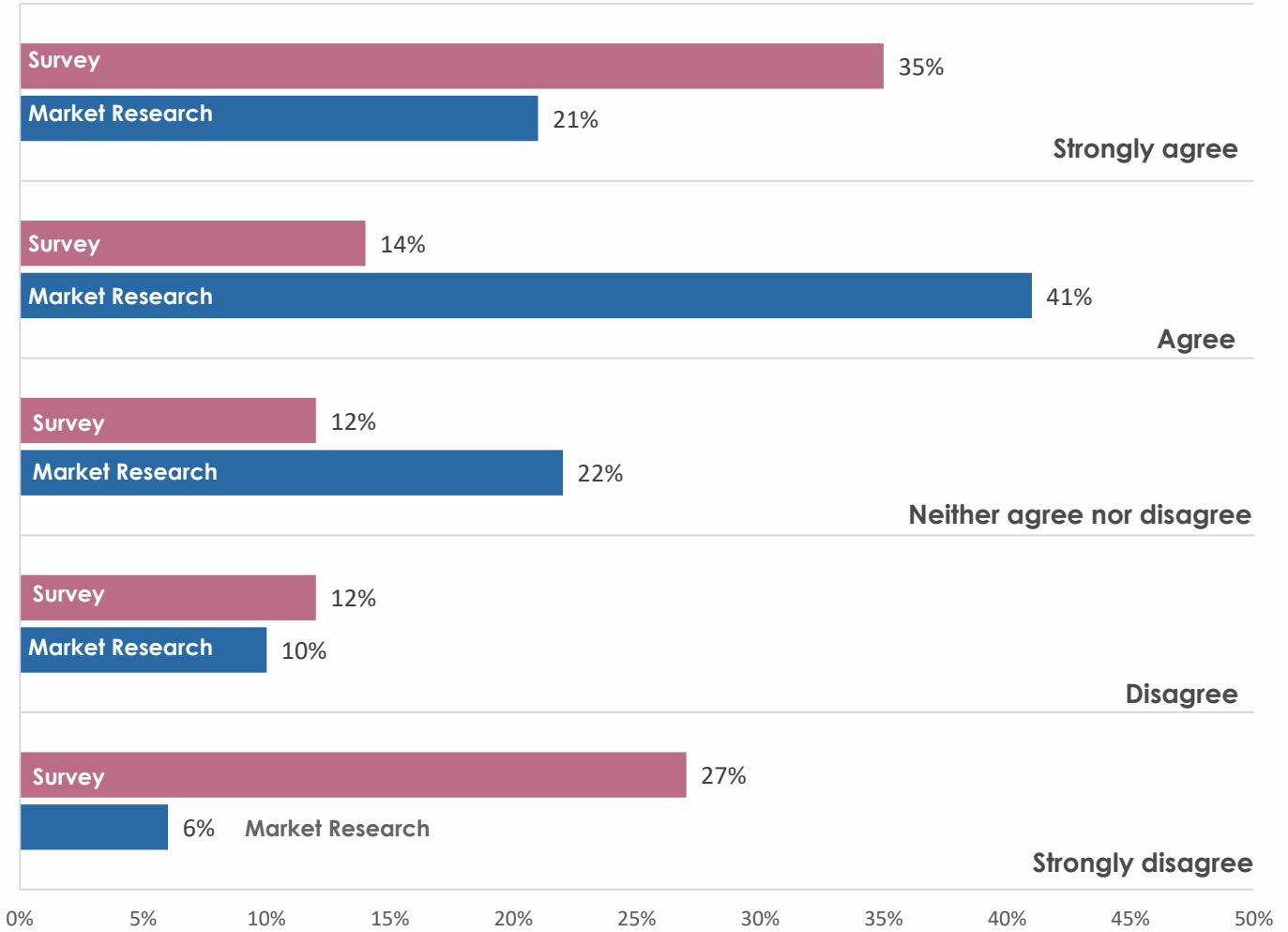
Delivering Liveable Neighbourhoods

Within your neighbourhood, do any of the following have a negative impact on how you or your family feel about moving around when walking, wheeling or cycling locally?

Topic Area	Online survey - what you said
Narrow Footways <i>54 comments</i>	<p><i>I support many of the measures to help access, but I don't think the wider streets thing with the bollards are effective.</i></p> <p><i>We don't need wider pavements we just need them to be fixed properly.</i></p> <p><i>Pavements often too narrow for volume of pedestrians</i></p>
Traffic Speeds <i>59 comments</i>	<p><i>Increase speed limits where appropriate to 30mph.</i></p> <p><i>It is good to see 20mph speed limits being adopted across the city.</i></p> <p><i>Lowering speed limits even further will only serve to make people's journeys more difficult and will not have a discernible impact in relation to reaching net zero targets.</i></p>
Lack of Cycling Provision	<p><i>I would like to see more/improved cycling infrastructure throughout the city.</i></p>
Traffic in Residential Streets	<p><i>I'm also all for car free streets but if the only way to achieve this is by funnelling cars down other streets and making their resident's lives a misery.</i></p> <p><i>I would like to see more liveable neighbourhoods, where through traffic is reduced by the use of filters.</i></p> <p><i>More residential streets should have ends blocked off to stop rat-running of cars</i></p>
Limited Crossing Opportunities	<p><i>Few (or sometimes no) crossing facilities, which also involve long waiting times.</i></p> <p><i>More pedestrian crossings pretty much everywhere.</i></p>
Traffic Around Schools	<p><i>School streets should be introduced (closed to traffic at certain times) around every school.</i></p> <p><i>Closing off roads around schools is completely unnecessary if good highway code crossing behaviour is taught.</i></p>

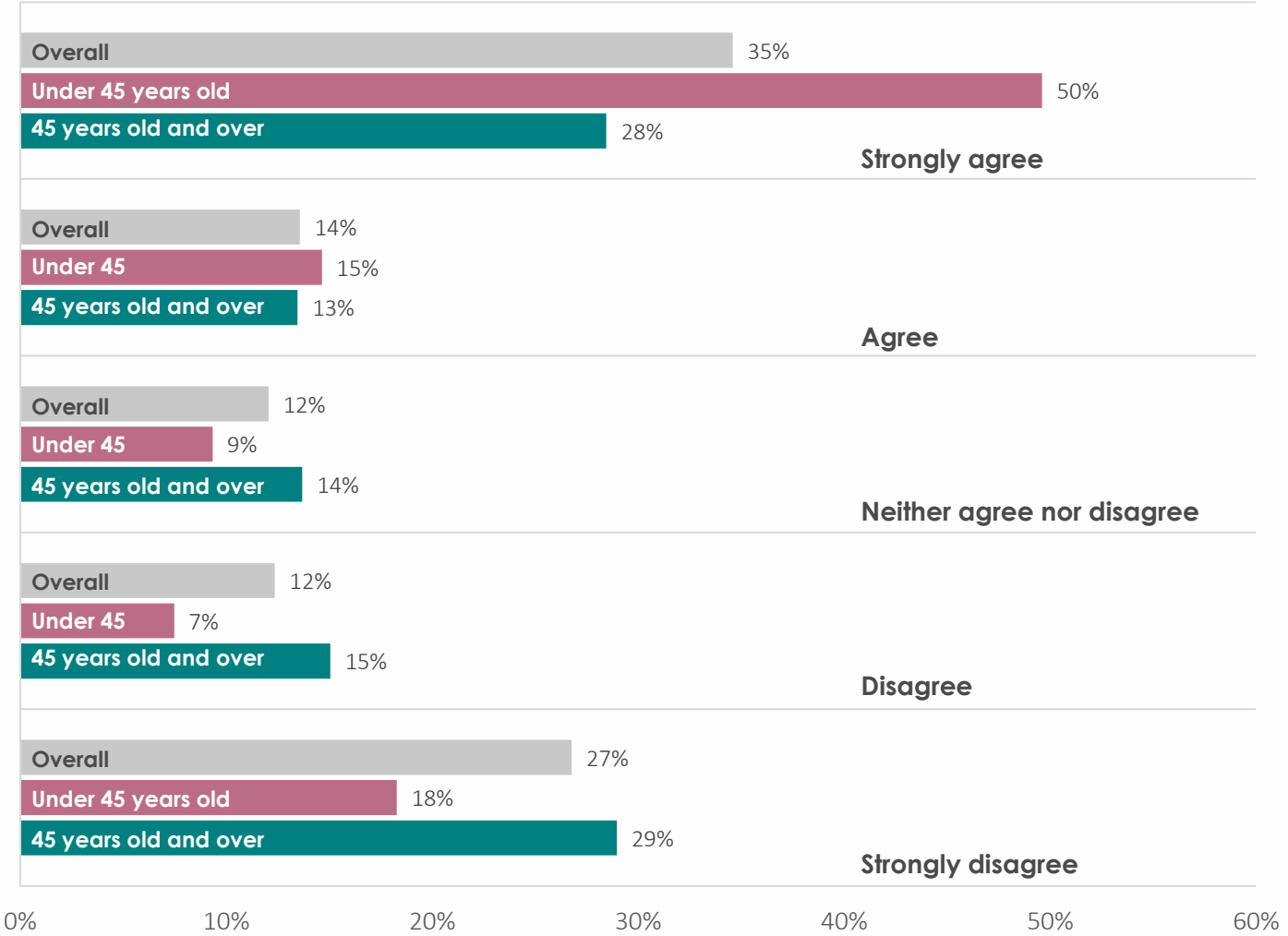
Delivering Liveable Neighbourhoods

To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?



Delivering Liveable Neighbourhoods

To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?



Topic Area Online survey - what you said

Speed Limits

145 comments

“ 20 mph has made a very good improvement to the safety of local streets for pedestrians, but it is not policed

The worst thing is speeding traffic. live in a residential area with terrible rat running at speeds well in excess of 20 mph but there doesn't appear to be any interest in monitoring/enforcing speed limits.

Explore the use of traffic lights that change when cars are exceeding the speed limit. These are used in many other cities and could reduce speed on roads that are 20mph but where limits are not respected by drivers.

Stop putting 20mph zones in place, absolutely useless unless around a school!

Delivering Liveable Neighbourhoods

To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?

Topic Area	Online survey - what you said
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Low Traffic Neighbourhoods

27 comments

“*The LTN 'trials' in Corstorphine are ridiculous and unsafe, poorly thought out, and have been introduced where there is absolutely no justifiable reason for doing so. They have created more chaos and increased pollution in the St John's Road area which has over recent times improved considerably despite what people who don't even live in our area say!*

I would like to see more liveable neighbourhoods, where through traffic is reduced by the use of filters

Low-traffic neighbourhoods should be implemented across the entire city without delay - these are quick, cheap and effective.

I strongly support Low Traffic Neighbourhood initiatives - especially that in the Corstorphine area, where rat-runs are very common.

”*The LTNs being introduced are having the opposite effect to what they should. They are causing previously quiet streets to become polluted and congested. LTNs are not the answer to reducing traffic. They are displacing traffic not reducing it, and in fact increasing congestion and pollution by making people travel further and/or making them sit idle in their cars for longer.*

Focus Group	Focus Group Insights
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Experiencing Poverty

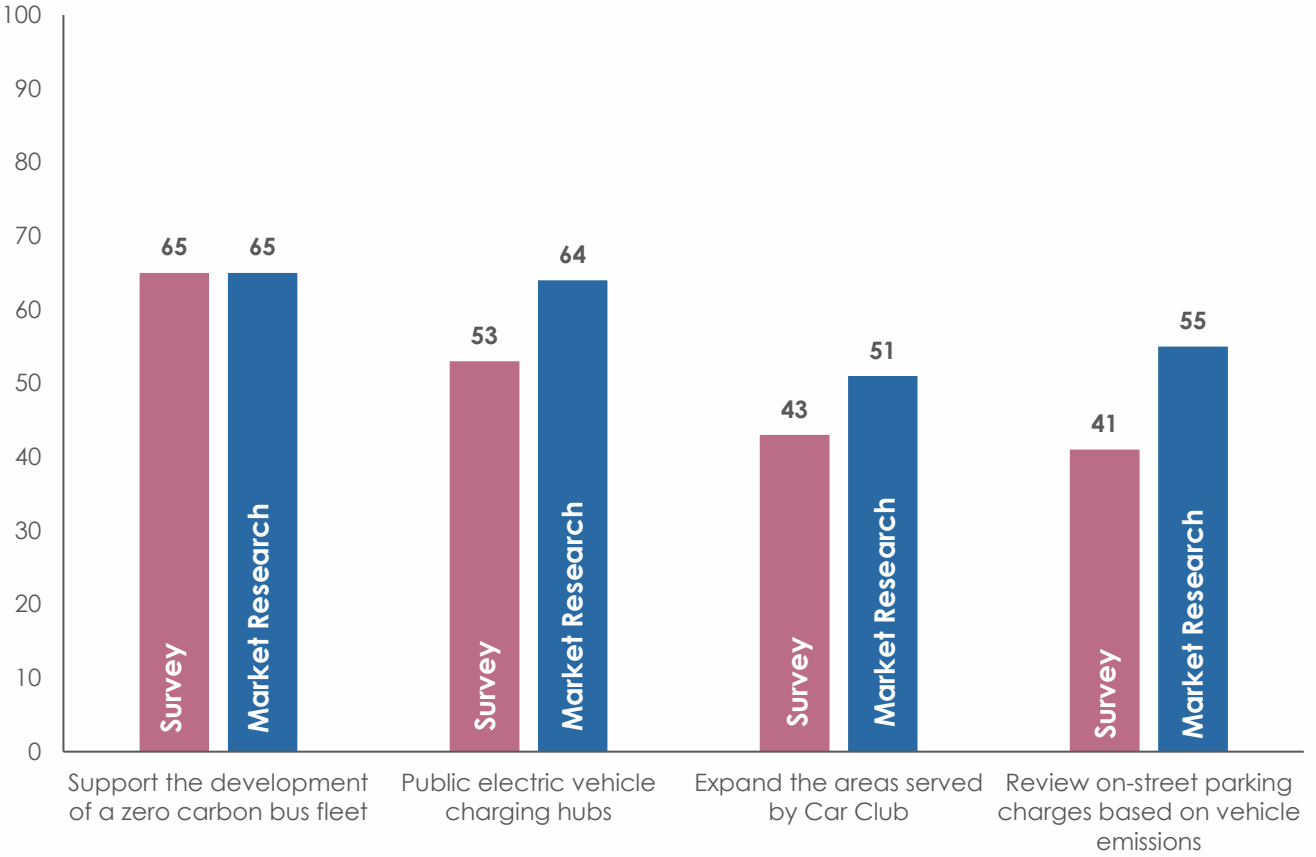
*Participants felt it to be 'pretty easy' to move around their neighbourhoods, however, respondents were **concerned about 'rat runs'** where cars can try to find alternative routes through local neighbourhoods and travel at speed. There were also concerns regarding the use of electric scooters which are seen to be dangerous. The group were **unsure about introducing new restrictions as the current restrictions do not seem to be working.** They were also concerned about these making it difficult to get to their homes.*

Old

*The key issues raised within this group included **traffic at schools (local streets are overwhelmed at drop off times), unclear speed limits, difficulties crossing and obstructed pavements.** There was general support for reducing speed limits, however, road closures were less popular as it is perceived to make essential journeys longer.*

Supporting the Journey to Net Zero and Cleaner Air

Using the scale of importance below, please rate the proposed package of measures to reduce harmful emissions from transport



Market Research Insights

Those with cars at home were significantly more likely to indicate that the review of parking charges was not important (30%)

People aged 65 years and over were more likely to think reviewing parking charges (47%) and reviewing car share options (51%) were not important

Topic Area

Online survey - what you said

More Congestion

75 comments

Traffic displacement from the small LEZ will cause more pollution in adjacent areas.

You should be making easier for cars to travel through the city rather than create traffic jams increasing the levels of pollution.

Bus Fleet

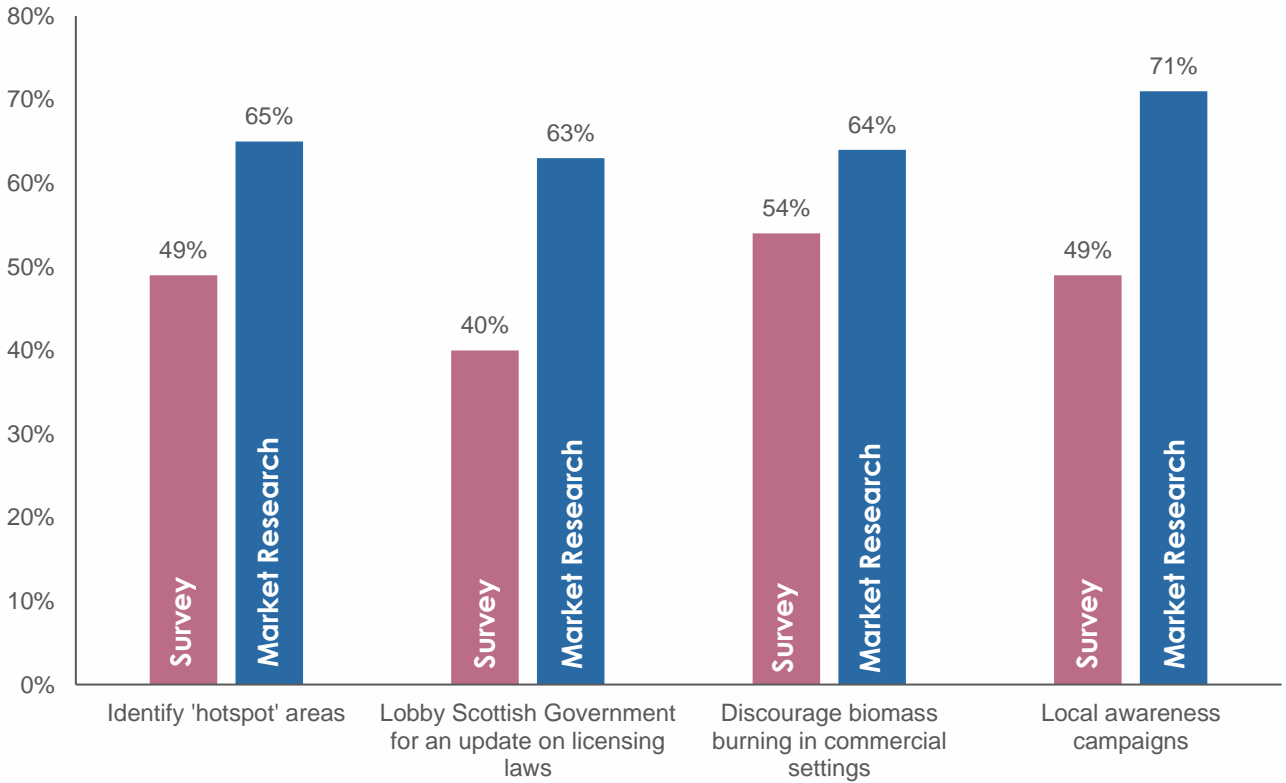
22 comments

The most important must be to increase the fleet of electric buses.

I also think we already have a fantastic bus service, however a green fleet of eco buses would be of huge benefit to the city.

Supporting the Journey to Net Zero and Cleaner Air

To what extent do you agree or disagree with the following measures to reduce harmful emissions from domestic sources?



Topic Area Online survey - what you said

Woodburning

8 comments

“ Wood burning stoves banned due to the evidence of harm from PM 2.5 particles emitted by these.

On top of solid fuel burning, there should probably also be something to address gas burning within the home such as stoves as this has similar health concerns.

Less controls on solid fuel/wood burning stoves. Whilst having negative impacts on environmental omissions they do provide a vital additional heat source to domestic properties.

Home Heating

5 comments

I believe it is very important to reduce the burning of all fossil fuels, in whichever situation they are used.

Financial support to change from fuel to less polluting heating should be put in place.

During a cost of living crisis it is vital people can heat their homes using stoves if required. Many people also cook and heat water through stoves. ”

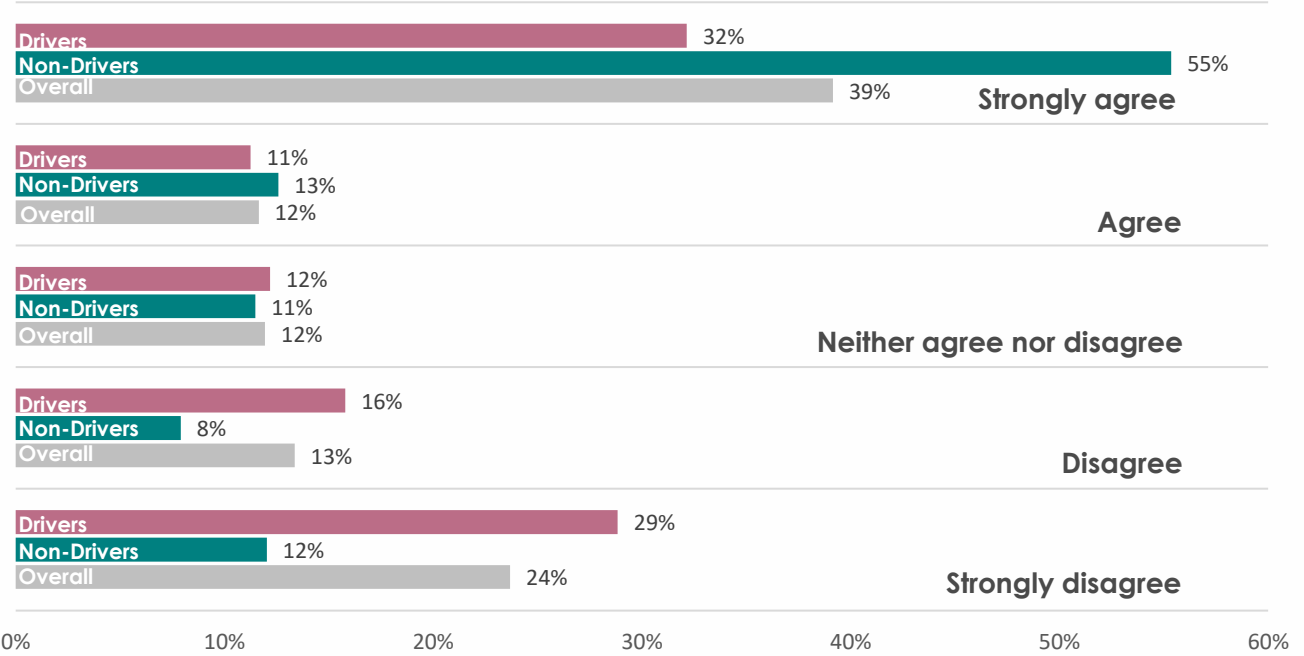
Supporting the Journey to Net Zero and Cleaner Air

Focus Group	Focus Group Insights
Experiencing Poverty	<p>The younger group highlighted their inability to afford new cars which meet the new emission standards which they felt to be unfair, noting that it will restrict their ability to drive within the city</p>
Rural Communities	<p>They were broadly supportive of measures but did feel that the timeframe was unachievable. They suggest what an awareness campaign on net-zero and why Edinburgh is striving to become net-zero. The group felt a zero-carbon bus fleet was key, as was better infrastructure for EVs. However, variable parking charges by type of vehicle was not well received</p>
Disabled	<p>They were supportive of the measures but felt that the targets will be difficult to achieve. They felt that necessary changes are improved and affordable electric buses and more electric charging points. There was a limited knowledge of car clubs and suggested more awareness was needed</p>

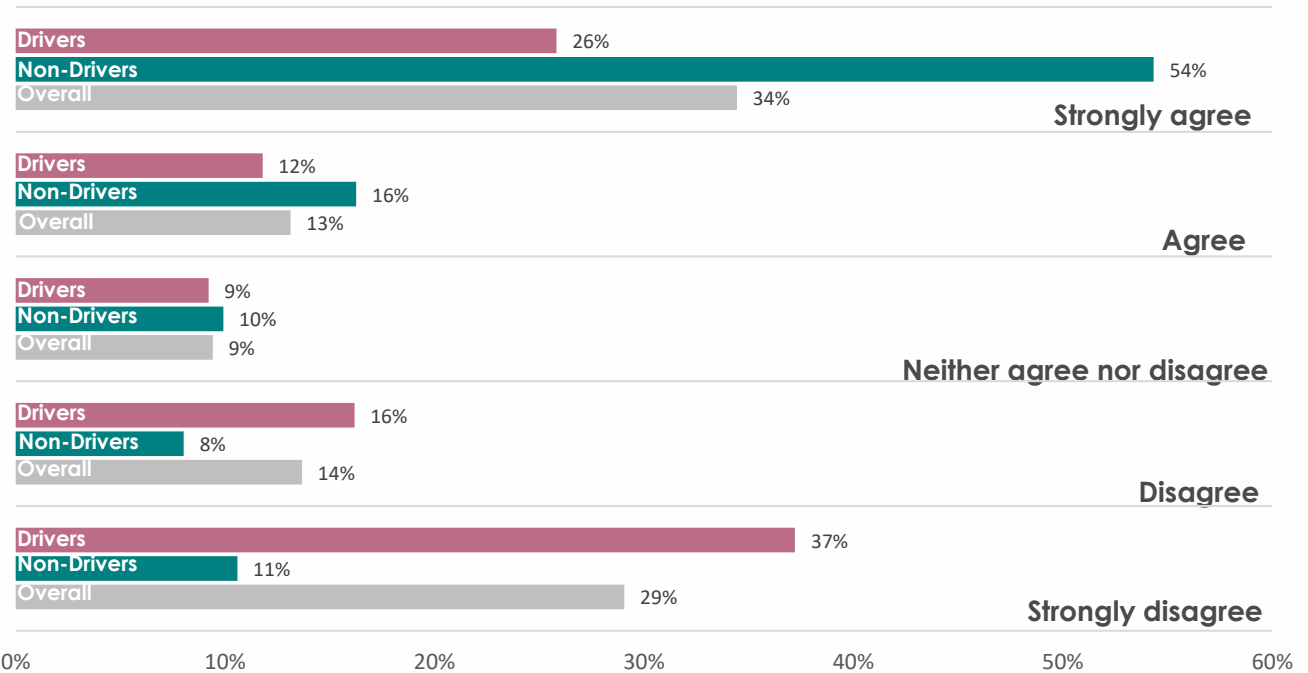
Online Survey: Driver Responses

Overall, 70% of the respondents to the online survey indicated that they had driven to travel around Edinburgh in the previous month.

To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400m of a high-quality cycle route?

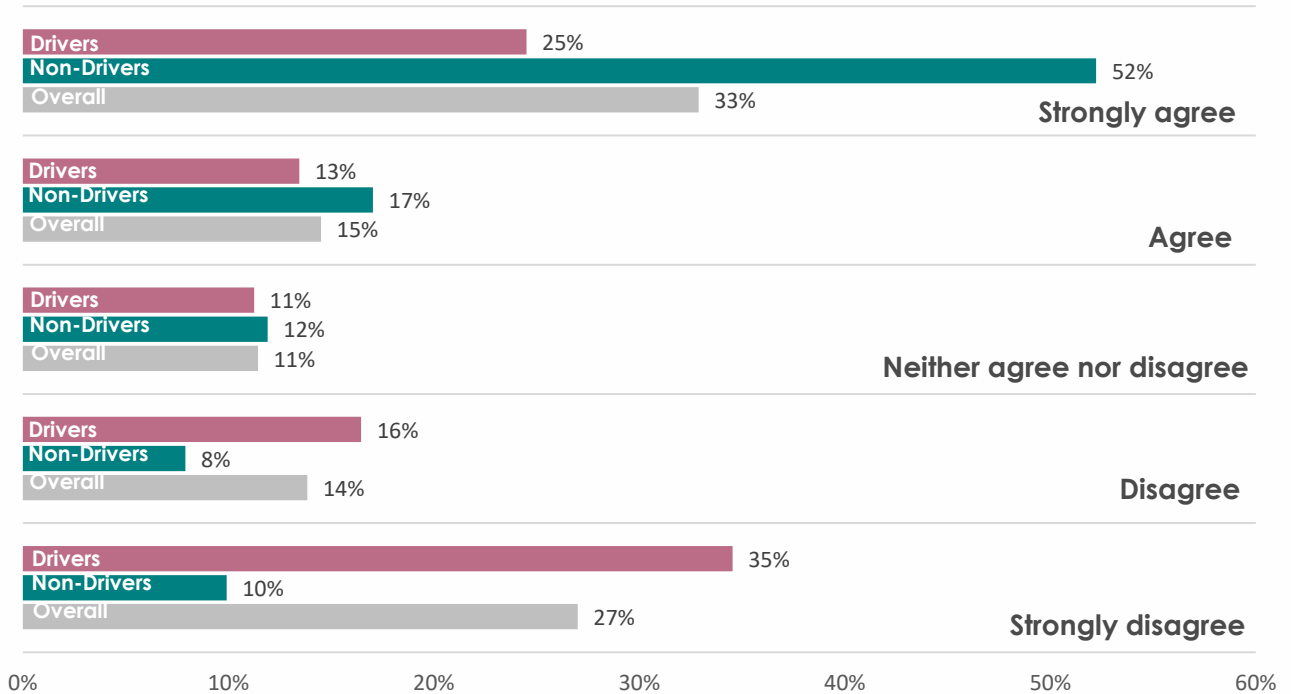


To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre

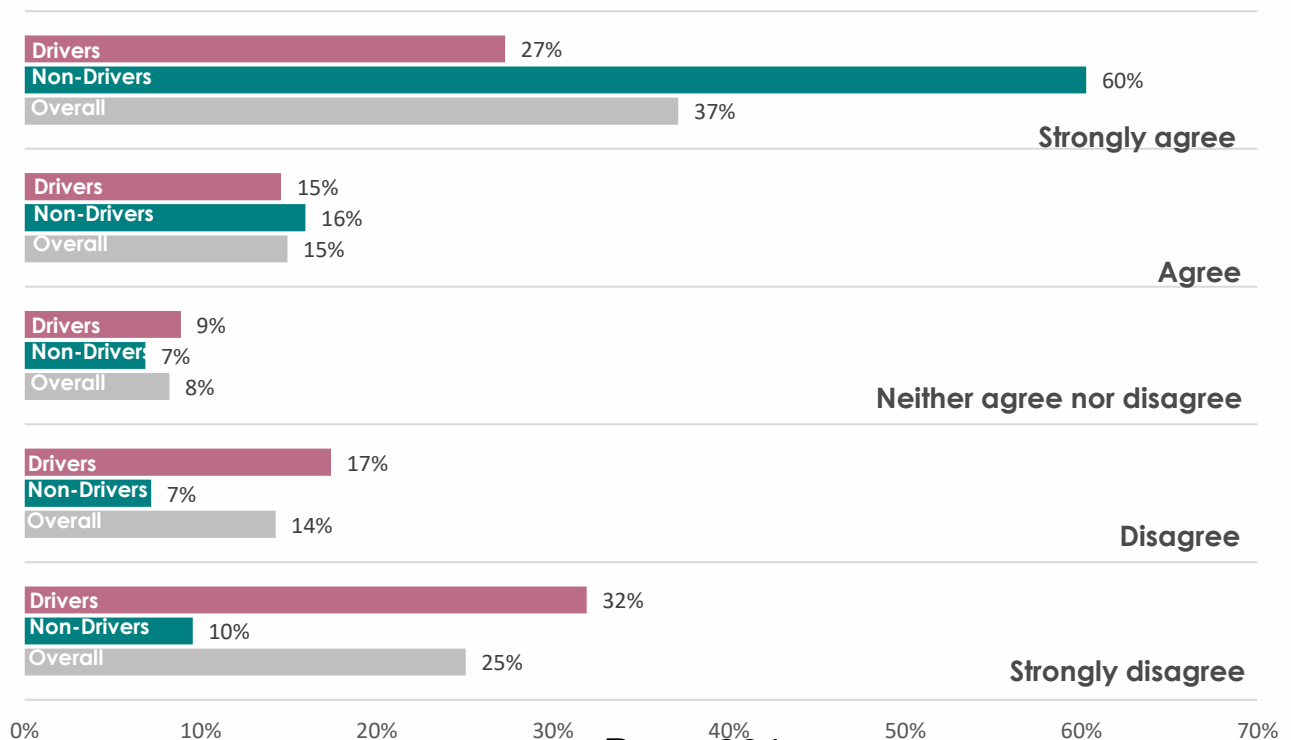


Online Survey: Driver Responses

To what extent do you agree or disagree with introducing a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone?

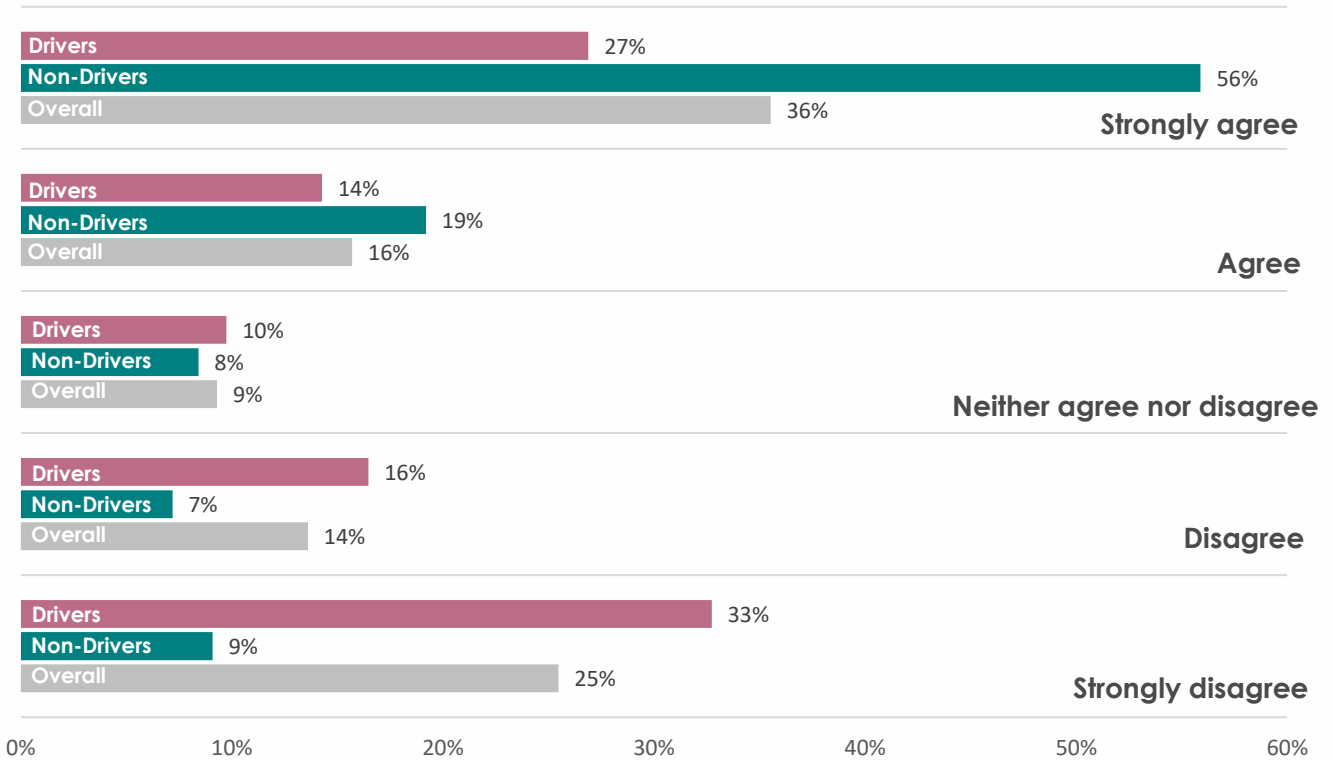


To what extent do you agree or disagree with reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport?



Online Survey: Driver Responses

To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?

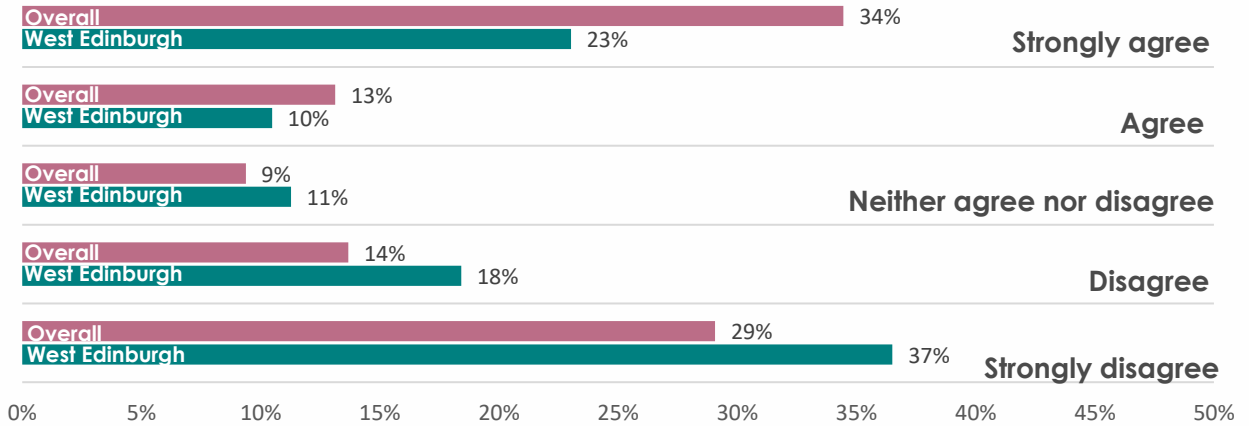


West Edinburgh (EH4 & EH12) Survey Responses

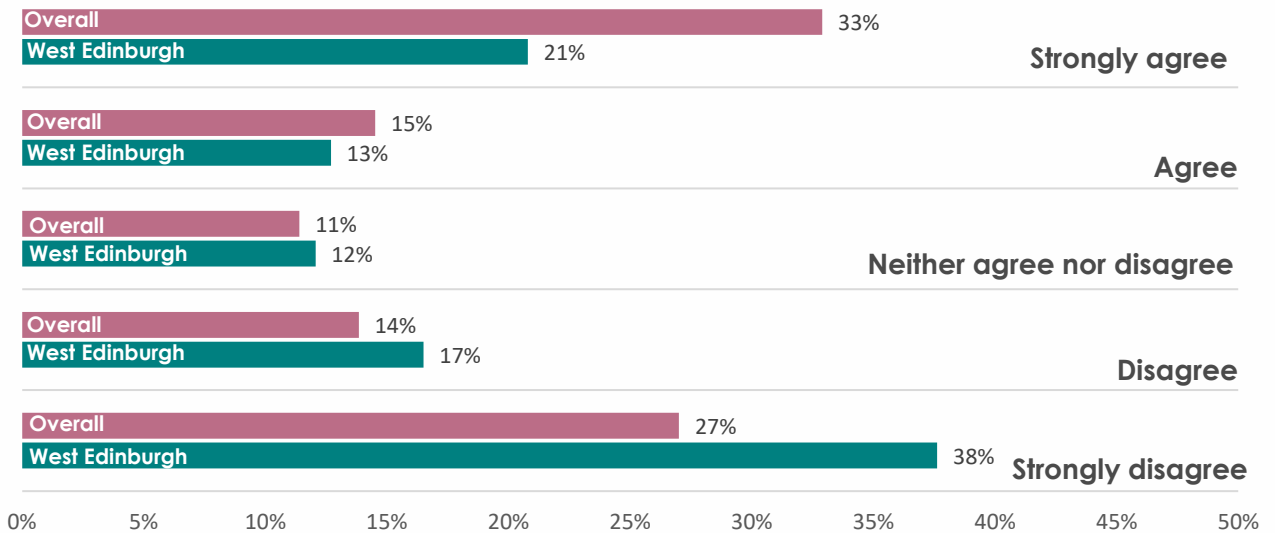
630 responses

Generally, survey respondents in the West of Edinburgh were less supportive towards the proposals presented in the online survey

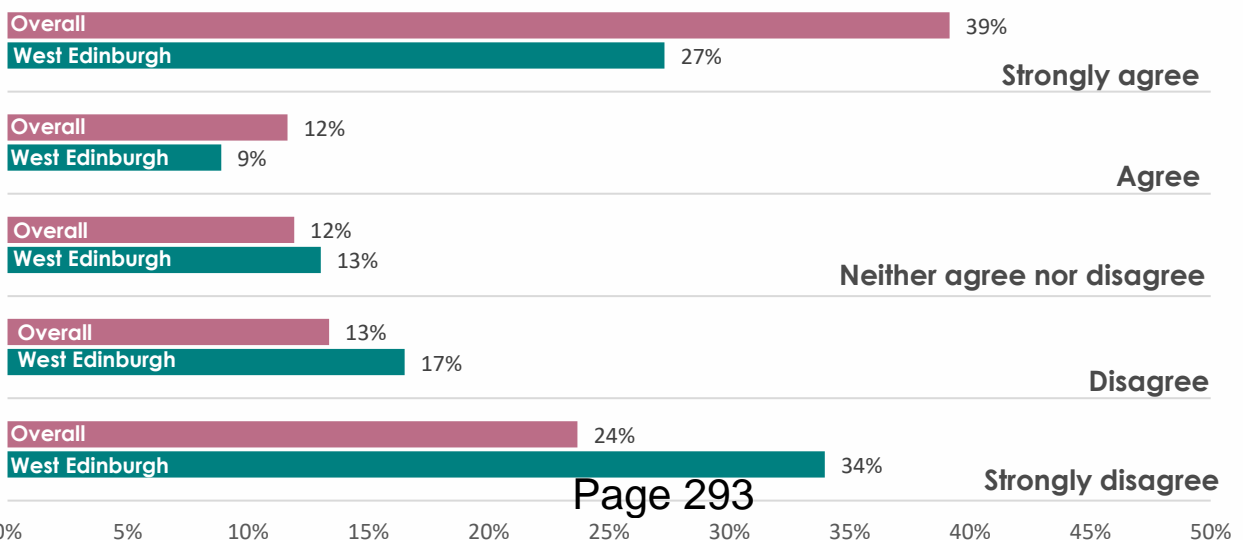
To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre



To what extent do you agree or disagree with introducing a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone?



To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400m of a high-quality cycle route?



482 respondents left an open-text response

Topic Area	What you said
<p>Corstorphine</p> <p>49 comments</p>	<p><i>What the council has implemented in Corstorphine to help reduce traffic and improve walking and cycling has been terrible. They have made the area more dangerous and causing more pollution by their ridiculous bollards and blocking off access to roads.</i></p> <p><i>Current new restrictions in Corstorphine are dire and ruin our historic village. Making it like a jail. Access to our health centre is now atrocious never mind the poor residents living there.</i></p> <p><i>Be braver in introducing Low Traffic Neighbourhoods and introduce ETROs to ensure they have time to bed in. Stop allowing traffic to cut through residential areas and realise there are powerful lobby groups set up to encourage car use and reduce any attempt to prevent cars getting around easily.</i></p>
<p>Cycle Lanes</p> <p>180 comments</p>	<p><i>My life has been made very difficult during the construction of the cycle path in Roseburn. I have very limited mobility and was obliged to use taxis when the bus stops were removed.</i></p> <p><i>As a car and keen cyclist I'm hugely distressed to see that the road Corstorphine road where it becomes Roseburn Terrace. The road layout and cycling lanes are making it very hard for card drivers.</i></p>
<p>Public Transport</p> <p>155 comments</p>	<p><i>Buses that turn up. Buses that don't all go to the city centre so it would possible to go from one area to another without having to waste time going all the way to the centre, walk to another stop, wait for another bus then travel all the way out again.</i></p> <p><i>I would love to travel by public transport more, but our only local service bus (41) has been replaced with a service which no longer accesses the main train stations & is unreliable.</i></p> <p><i>The biggest problem with bus delays is not the road network, but the available road network.</i></p>



Survey Comments regarding Leith

226 respondents mentioned “Leith” in their open-text response.

Of those respondents, 114 indicated that they lived in EH6 and EH7

Topic Area	What you said
Leith Walk 143 comments	<p><i>Leith Walk is an example of how NOT to build a cycle lane and must not be used as a template. The same can be said of the junctions.</i></p> <p><i>I think that there needs to be safer places to walk and cycle. I'm disappointed in the state of Leith Walk since it has been changed</i></p> <p><i>The so-called "improvements" are a nightmare, e.g. the roundabout thing at the top of Leith Walk (I always avoid this as I have no idea what I'm meant to be doing), and the new bit of cycle track at the bottom of the Walk: my husband nearly came to grief continuing on the path while a driver was turning left into Great Junction St, and a friend actually came off his bike when he didn't see the new bit of (rectangular) pavement.</i></p>
No Left Turn on Leith Walk 17 comments	<p><i>For example, the Council should remove the recently-introduced barriers preventing any left turn going up Leith Walk to the city centre thereby inevitably increasing congestion at or near the junction with London Road .</i></p> <p><i>the left turn at London road up Leithwalk means you clog up Picardy Place with traffic and fumes that does not need to be there. Who had the idea of sending traffic round the houses?!!</i></p>



Active Travel Action Plan – Other Comments

Topic Area	What you said
<p>Cyclist behaviour</p> <p><i>92 comments</i></p>	<p><i>Tackle antisocial cycling on footpaths and crossing of red lights, especially by professional delivery drivers who should require a license and insurance to perform their duties.</i></p> <p><i>I find cyclists on the footpath a major problem - shared spaces only work if cyclists slow down and give way to pedestrians which they never seem to do.</i></p> <p><i>There is a lack of emphasis here about education of the vulnerable users. Cyclists and others 'wheelers' on the road, while a Highway Code suggestion of priority, have no real licencing, training or insurance. That burden is all on the vehicle users. If these others wish to benefit from the infrastructure, have them contribute. It works in other countries such as the Netherlands.</i></p>
<p>Pavement cycling</p> <p><i>65 comments</i></p>	<p><i>There has been a notable increase in cyclists using pavements in recent years. As a priority a targeted action plan is needed to tackle this. While I appreciate the support for cyclists this behaviour is selfish and dangerous to pedestrians.</i></p> <p><i>A significant education/training/enforcement programme is required to remove bikes and e-scooters from the pavements.</i></p>
<p>Cycle hire scheme</p> <p><i>43 comments</i></p>	<p><i>I was very disappointed when the cycle share scheme ended, both because I used it regularly, and also because it normalised cycling within the city. So I think that bringing back the cycle scheme should be a priority to help reduce the number of cars.</i></p> <p><i>A city bike / e-bike rental scheme that actually works and lasts would be fantastic. Other European cities seem to manage this, why can't we?</i></p> <p><i>CYCLE SHARE SCHEME: We also need a comprehensive city cycle-share scheme to ensure that we can squeeze as much social change out of forthcoming and extant cycling infrastructure.</i></p>
<p>Education</p> <p><i>43 comments</i></p>	<p><i>it is vital that cycle training expands in the city in order to meet the ambitions in an inclusive fashion. Bikeability Scotland cycle training in primary schools gives children the skills and confidence to cycle safely on road, and to encourage them to carry on cycling into adulthood. Every child in every school should have the opportunity to learn to cycle confidently on-road.</i></p> <p><i>More cycle training classes for nervous adults please!</i></p>

Active Travel Action Plan – Other Comments

Topic Area	What you said
<p>Cycle conflict with tram</p>	<p><i>Tram tracks are lethal for cyclists, please don't extend them to Roseburn.</i></p>
<p><i>4 comments</i></p>	<p><i>Better cycle lanes please. Also please please please keep these away from tram lines. I've gone over my handlebars at haymarket and I could have easily been hit by a vehicle.</i></p>
<p>Attitudes towards cyclists</p>	<p><i>Cars in Edinburgh lack any respect for cyclists: they do not respect the safety distance and overtake at speeds that make me feel for my life. I've been the victim of road rage incidents just because I was sharing the road with other cars (when there was no cycling path).</i></p>
<p><i>19 comments</i></p>	<p><i>One thing that hasn't been addressed in my opinion is the behaviour change of drivers. The amount of abuse that cyclists get from drivers for causing a 5 second delay to their journey is incredibly frustrating and is likely to put a lot of newer cyclists off.</i></p>
<p>Cargo bikes</p>	<p><i>Cargo bikes are the next best car replacement and a huge opportunity to tackle emissions, congestion and air pollution so try enable these as much as possible in terms of infrastructure around parking, enabling shared schemes and the likes of cargo bike movement</i></p>
<p><i>16 comments</i></p>	<p><i>Disabled bikes cost in excess of £5,000 so suggesting that they are an alternative is not really fair</i></p>
<p>Adaptive bikes</p>	<p><i>The council has to work with other public bodies to improve and increase mobility aid provision such as wheelchairs, electric wheelchairs and mobility scooters, so people have more outdoor mobility.</i></p>
<p>Street lighting</p>	<p><i>The Union Canal Edinburgh section could really benefit from having some proper street lighting fitted. It makes for a great walking and cycling route in the south west, but is hampered significantly by only having spot-lights which only exist to show where the path is, and do nothing to illuminate other path users.</i></p>
<p><i>10 comments</i></p>	<p><i>Increasing the number of street trees would help meet net-zero targets (along with increasing and improving other green and blue spaces in the city). Street trees have also shown to reduce drivers speed so could have positive safety implications while also making the city a more pleasant place to live and increasing biodiversity - adding to the nature network within the city.</i></p>
<p>Blue / green spaces</p>	<p><i>Remove traffic next to the city parks, make these places nicer places to sit and walk in.</i></p>

Public Transport Action Plan – Other Comments

Topic Area	What you said
<p>Expand bus network</p> <p><i>64 comments</i></p>	<p><i>I feel like more bus services which run between areas without having to go through the city centre would be good or creating new links which aren't there at the moment and reducing cars on these streets.</i></p> <p><i>The bus service in Edinburgh was brilliant, but over the decades a reduction in services, such as circular routes has diminished the services by forcing passengers to go into town then back out.</i></p> <p><i>Better bus routes from peripheral train stations would mean you don't have to travel into the city centre to travel back out.</i></p>
<p>Frequency of bus services</p> <p><i>38 comments</i></p>	<p><i>We need more frequent buses but recently have seen that there is a reduction.</i></p> <p><i>I appreciate the costs, but I think proactively increasing bus frequency on some routes with low frequency would help.</i></p>
<p>Reliability of bus services</p> <p><i>24 comments</i></p>	<p><i>Most proposals may be appropriate for areas within the City Bypass but residents in Rural West Edinburgh suffer from a lack of for example a reliable, frequent bus service</i></p>
<p>Integrated ticketing</p> <p><i>28 comments</i></p>	<p><i>Also, there needs to be better integration of ticketing between buses and trams in the city, especially with the expansion of the tram network.</i></p>
<p>Cost</p> <p><i>53 comments</i></p>	<p><i>If public transport was made more affordable/subsidised for all, there would be more of an uptake to people using it</i></p> <p><i>Free or much reduced bus fares so people have no excuse to drive</i></p>
<p>Safety</p> <p><i>53 comments</i></p>	<p><i>Take more action against troublesome passengers to make public transport (train and bus) safer and more enticing for women and vulnerable outside main working hours.</i></p> <p><i>Stop antisocial behaviour on Public transport. Harsh penalties for perpetrators.</i></p>

Parking Action Plan – Other Comments

Topic Area	What you said
<p>Workplace parking</p> <p>20 comments</p>	<p><i>“ demand management measures such as Workplace Parking Levy and Road User Charging, are required to deliver modal shift from car to active and sustainable travel</i></p> <p><i>The workplace parking levy should be used to make it increasingly unattractive for businesses to offer their staff or visitors parking for private cars on site</i></p>
<p>Cost of parking</p> <p>66 comments</p>	<p><i>I'm concerned that the impact of parking charges/ vehicle restrictions etc will fall disproportionately on lower income households who rely on old vehicles to work or manage family life.</i></p> <p><i>The survey has missed out the proposal to expand parking charges.</i></p> <p><i>ECC also needs to stop just raising the price of parking. Outside my flat are parking bays which I have to use for loading and unloading shopping. When I moved to my flat in 2014 it was 80p an hour. Now it's £3.00 - how can you justify 375% increase in 9years.</i></p> <p><i>Increase parking charges to a level that will finally discourage drivers from using cars to get there.</i></p>
<p>Blue Badge Parking</p> <p>61 comments</p>	<p><i>My main concern is access, particularly for older and less able residents who cannot walk very far but who do not qualify for a disabled 'blue' badge (eligibility criteria capacity to walk up to 50m)</i></p> <p><i>More provision of blue badge parking on main shopping streets rather than hidden away.</i></p>
<p>Loading</p> <p>61 comments</p>	<p><i>Delivery vehicles should be allowed access at all times as many shops and pubs do not open until after a certain time and thus roads being closed off early is not suitable for many couriers and lorries delivering beer etc to these places.</i></p> <p><i>I am concerned about the provision for deliveries/trades going about their business.</i></p> <p><i>Deliveries - should be early morning. No more white vans clogging the streets</i></p>

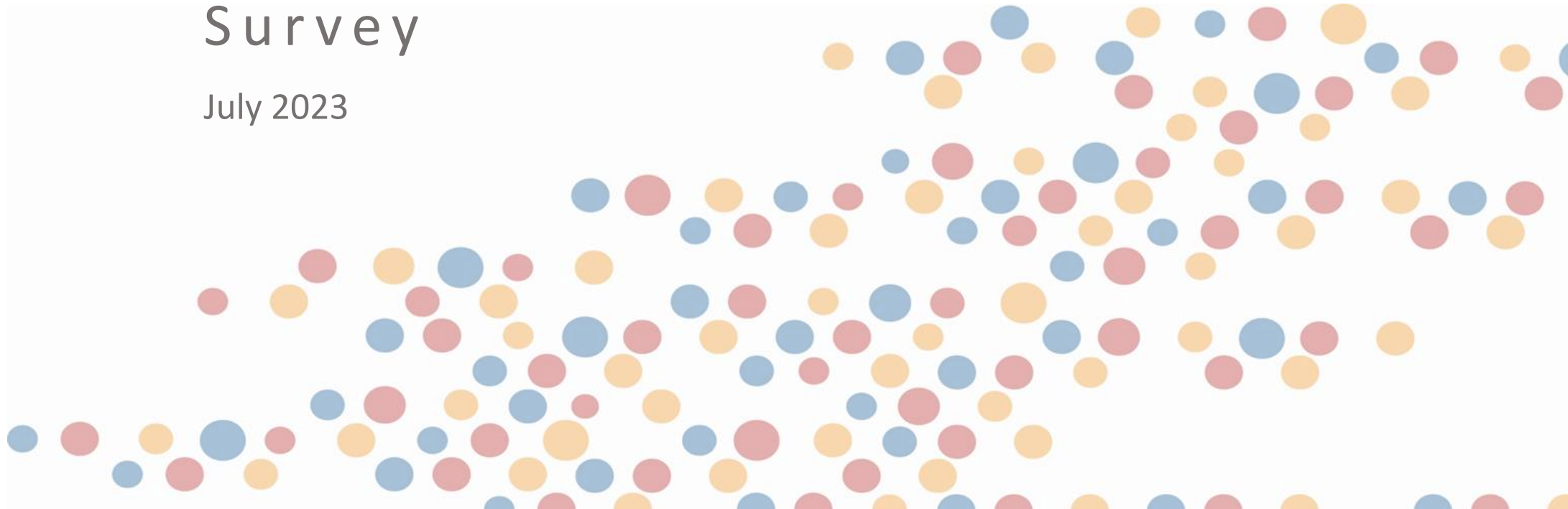
Parking Action Plan – Other Comments

Topic Area	What you said
<p>Car Clubs</p> <p>22 comments</p>	<p><i>Having access to a fleet of shared electric vehicles to serve different needs and tasks in a way that is convenient* to people, will have a significant impact in reducing the volume of traffic and the associated pollution and carbon emissions at a city level. *The current Car-Club way of operating is not very convenient or affordable.</i></p> <p><i>I use the Enterprise car scheme but recently I've found it becoming increasingly expensive. Would it be possible to review the cost and/or seek alternative providers, to encourage its wider use?</i></p> <p><i>Significantly increase the number of Car Club cars (by a factor of 5-10)</i></p> <p><i>Shared car use should be promoted as a realistic alternative to car ownership and charging points should be prioritised for the city car club rather than general use. Every neighbourhood should have walkable access to a car club site.</i></p>



Stantec / City of Edinburgh Council
City Mobility Plan Research –
Edinburgh Resident Quantitative
Survey

July 2023



Methodology



Online survey



Sample of Edinburgh City residents
n=553



Questionnaire based on consultation.
Length = 12 mins



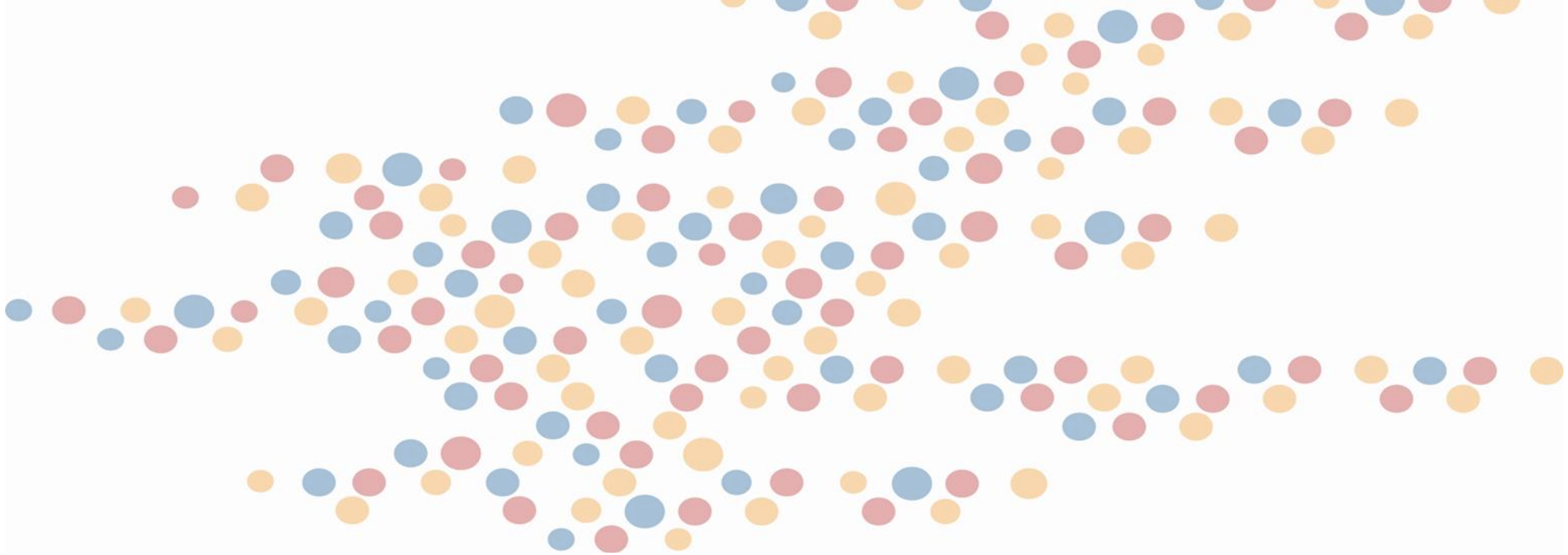
Quotas set on gender, age and SEG, to ensure minimum numbers achieved. Final dataset weighted to Edinburgh City profile



Survey live dates
26th June – 9th July 2023



Detailed analysis undertaken. Statistically significant differences between groups highlighted (95% confidence level)

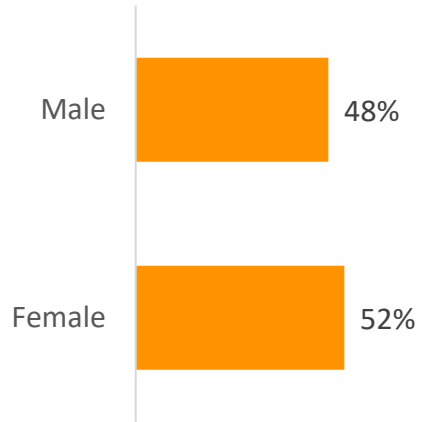


Sample Profile

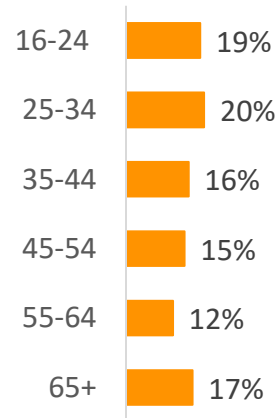
Sample Profile

Page 304

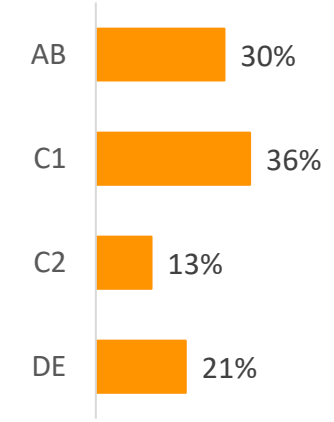
Gender



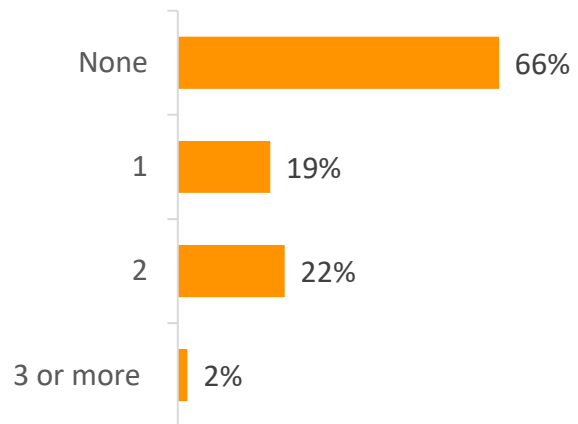
Age



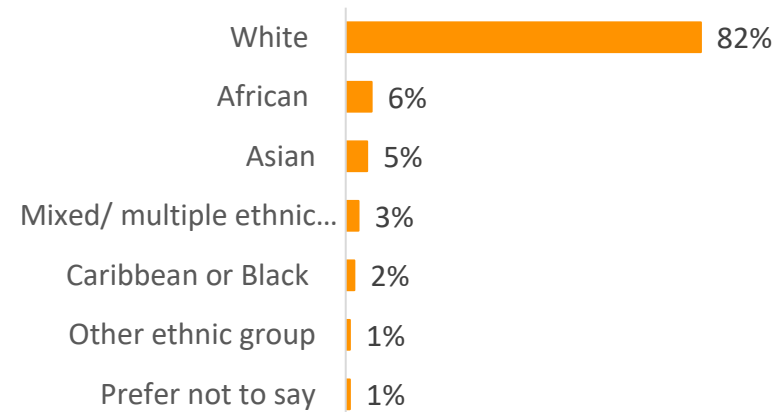
SEG



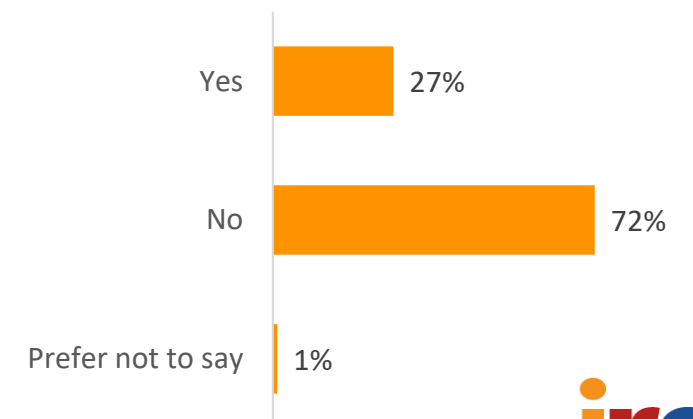
Children in household



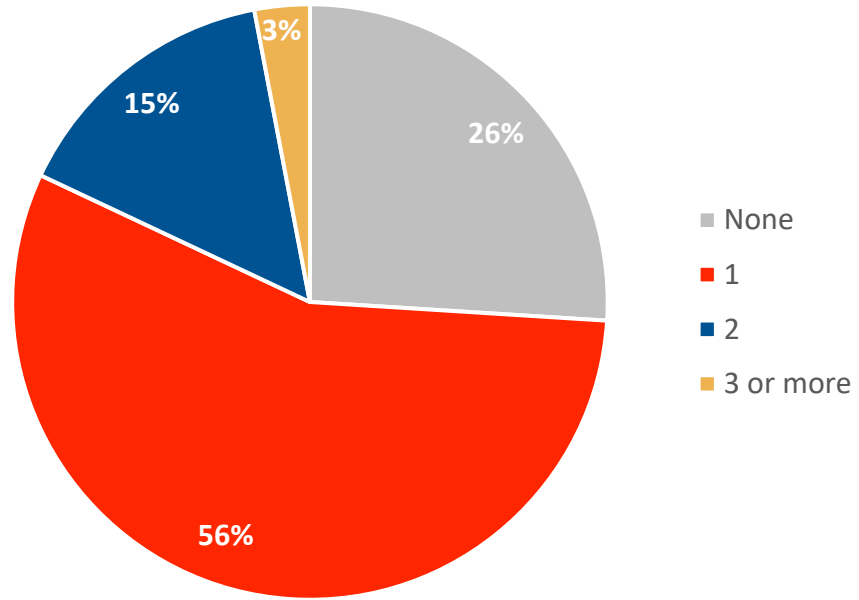
Ethnicity



Disability in household



Number of cars in household

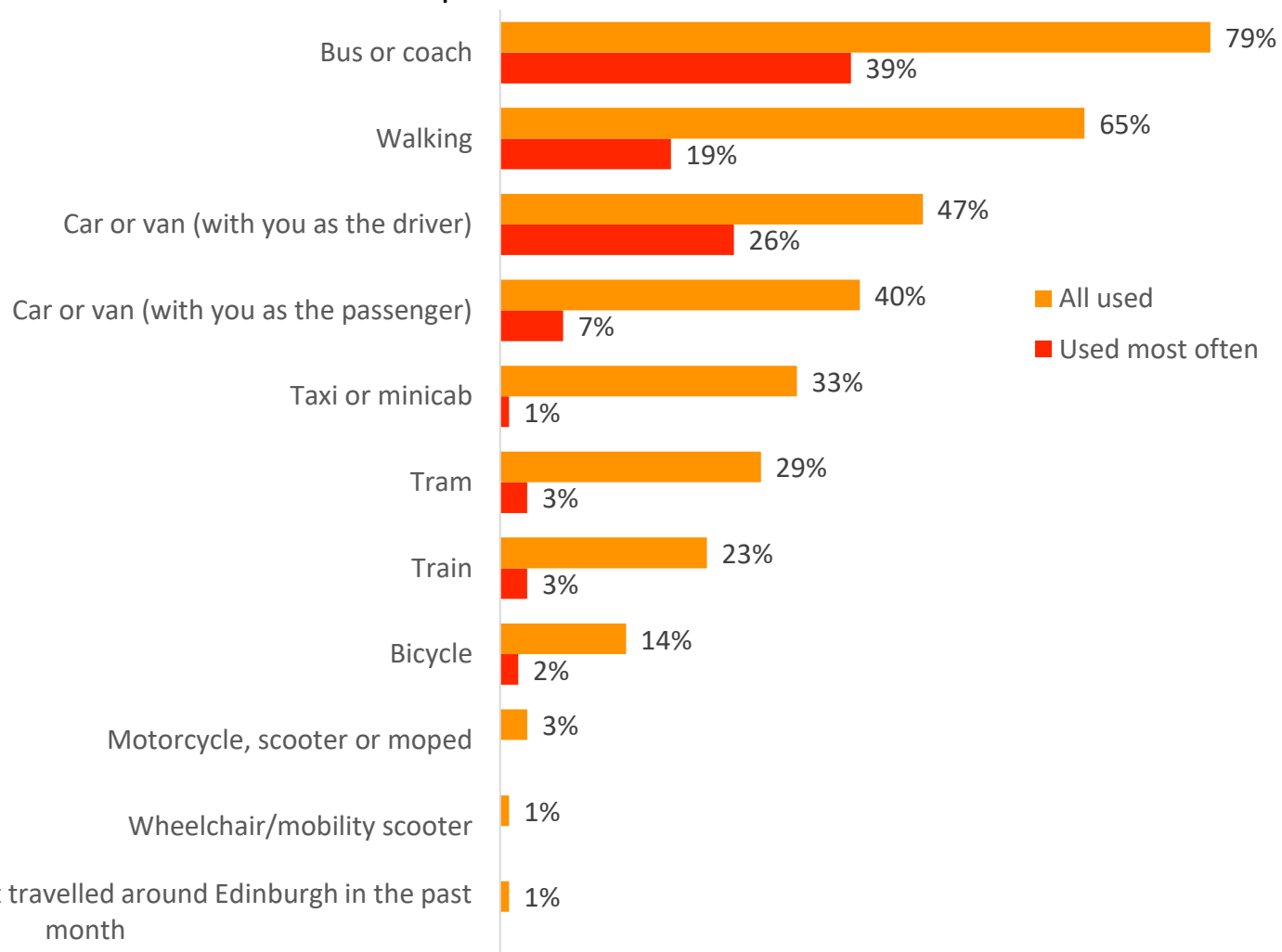


74% of the sample had at least one car in the household

Page 305

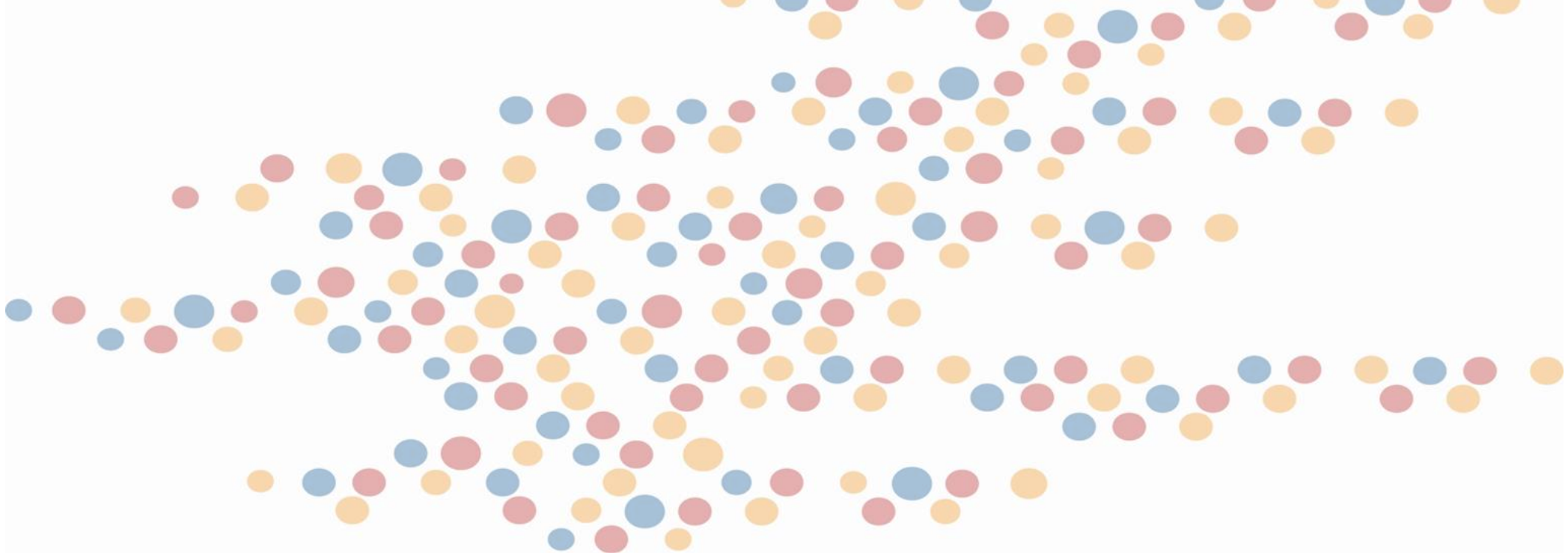
Bus and walking were the most common methods of travelling around Edinburgh in the previous month. Almost half drove and 4 in 10 were passengers in cars. Trams were used by more than a quarter, and trains by just under a quarter. 14% had used bicycles. Bus and car were used most often.

Transport Used In Last Month



Average number of transport modes used in past month: 3.37

Q Which of the following forms of transport have you used to get around Edinburgh in the last month? Base: All 553
 Q And which of these did you use most often in the past month? Base: (those who have travelled around Edinburgh in past month) 550



Main Findings

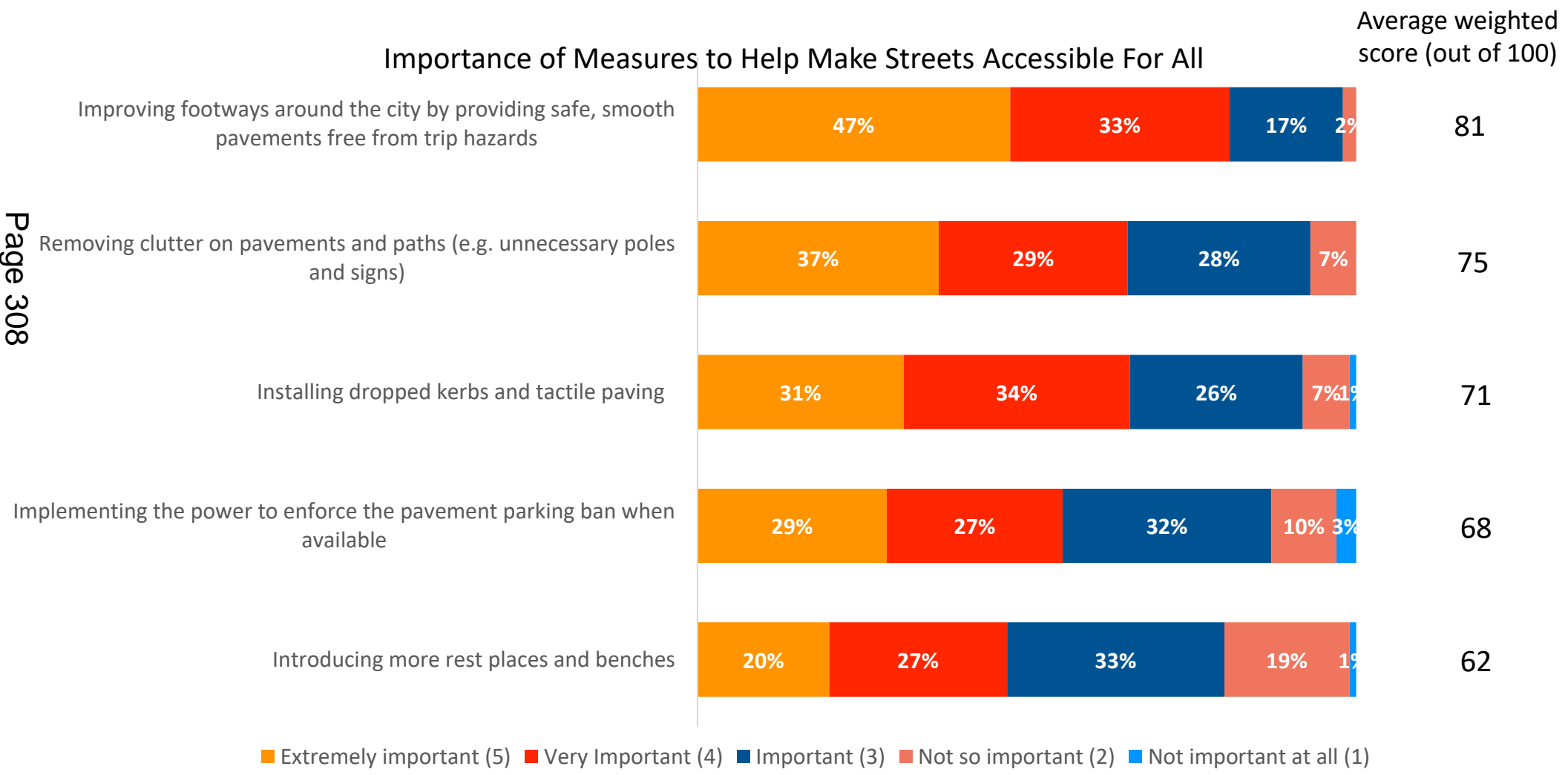
Improving Local Travel for Walking & Wheeling

Improving footways to provide smooth pavements and removing unnecessary clutter are considered the key priorities to make streets accessible for all. Introduction of rest places / benches is thought to be the least important of these measures, but still considered extremely/very important by almost half.

The City Mobility Plan aims to ensure streets and neighbourhoods are fully accessible for everyone to walk or wheel (e.g. using a wheelchair, mobility scooter, pushing a pram etc.) safely and comfortably.

Page 308

Importance of Measures to Help Make Streets Accessible For All



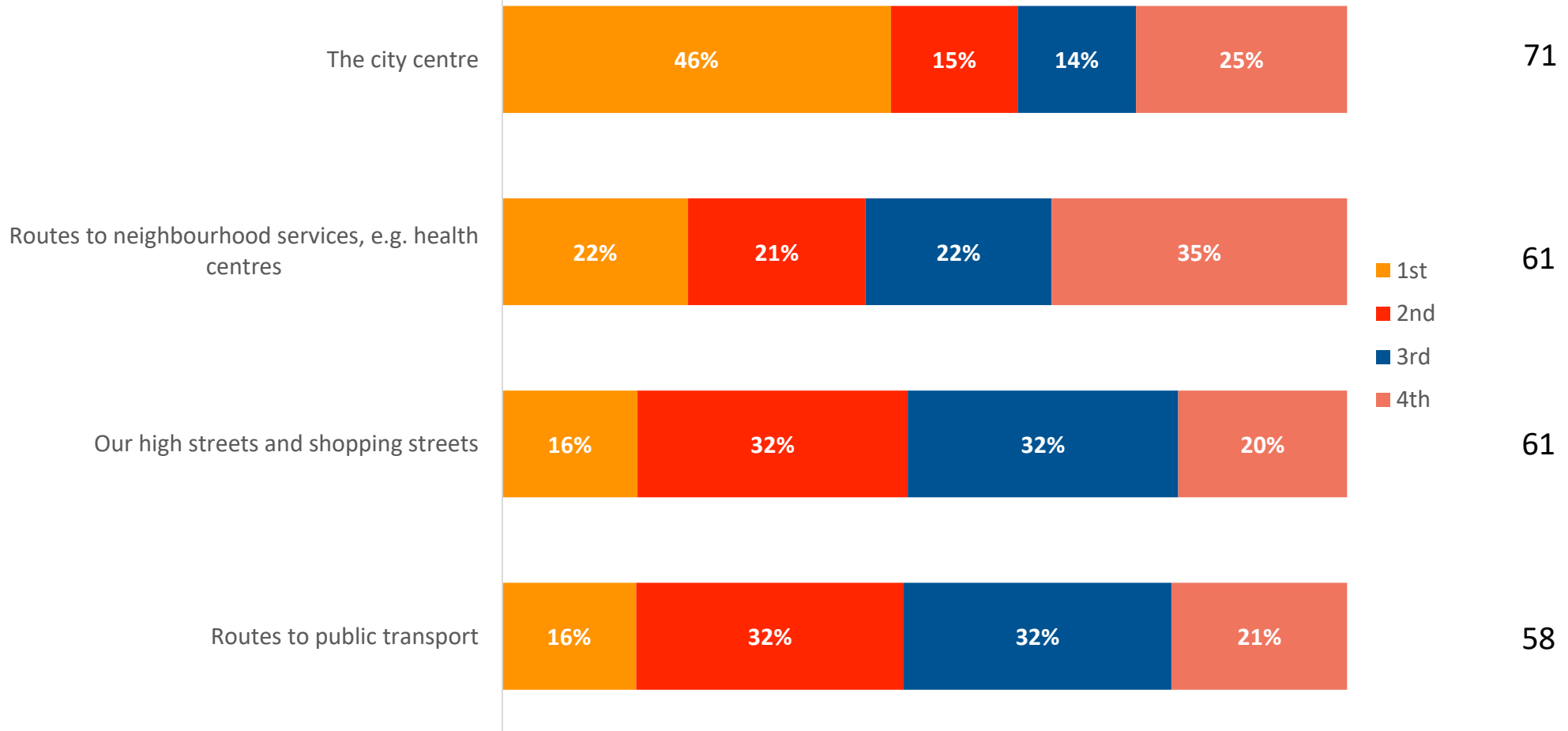
- Subgroup analysis showed those with mobility issues were significantly more likely to think the following aspects were extremely important:
 - Improving footways to provide smooth hazard-free pavements (70%)
 - Introducing more rest places/ benches (51%)
- Over 65-year-olds were significantly more likely than others to think enforcement of the pavement parking ban was extremely important (50%).

Almost half felt the city centre should be the first priority area for early delivery. High streets / shopping streets and routes to public transport were next on the list for many.

Page 309

Priority Areas for Early Delivery

Average weighted score (out of 100)

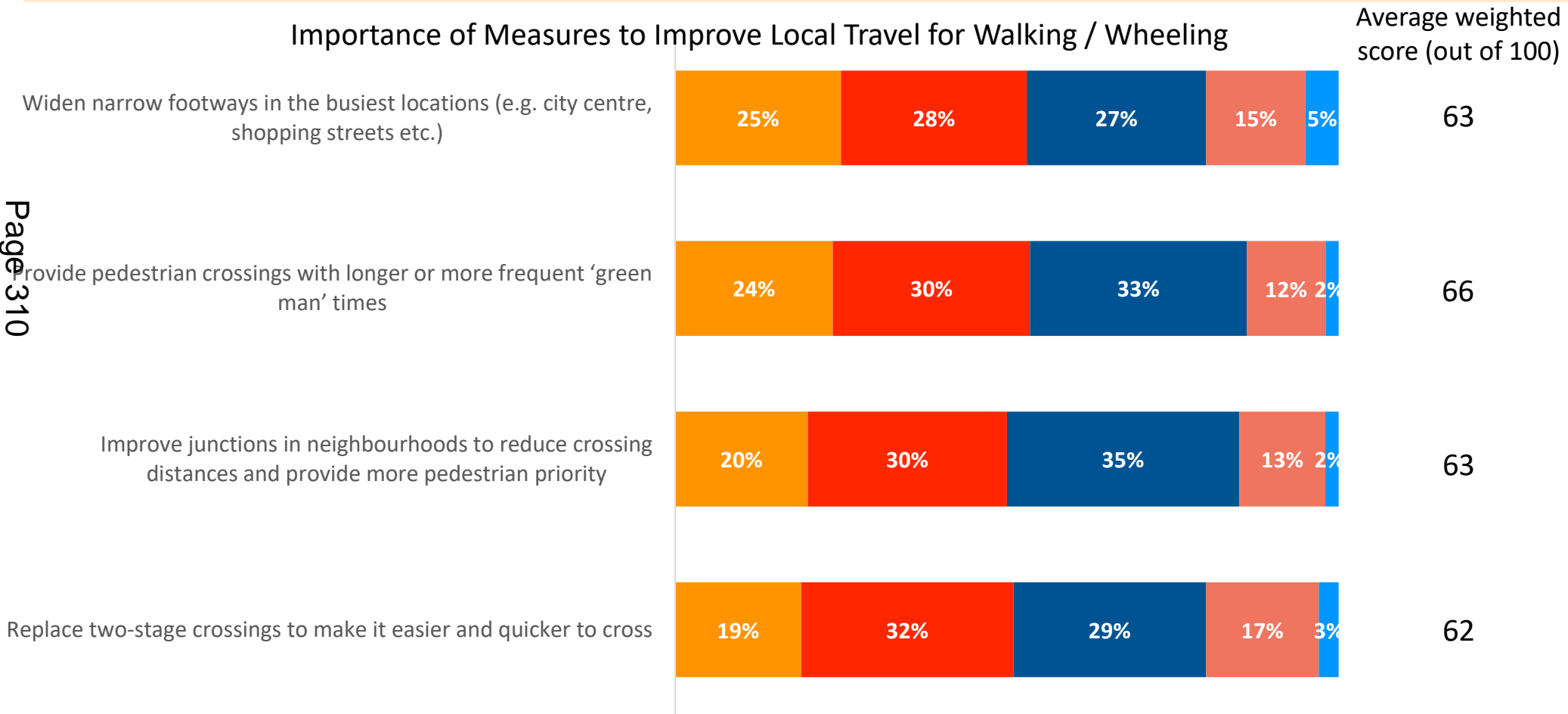


- Data was broadly consistent across subgroups.
- One significant difference was those in the 55-64yr age group were significantly more likely than younger ages to put high streets / shopping streets as their 1st priority for early delivery.

All potential measures were rated extremely/very important by at least half the sample. Widening narrow footways and provision of pedestrian crossings with longer / more frequent green man times were significantly more likely to be considered 'extremely important' than replacing two-stage crossings.

Another aim is to make streets and neighbourhoods better joined up with local services and public transport options to make it more direct and convenient for everyone to travel locally. This includes: Improving the frequency and quality of pedestrian crossings; Improving junctions so that they are easier and safer to cross when walking / wheeling.

Importance of Measures to Improve Local Travel for Walking / Wheeling

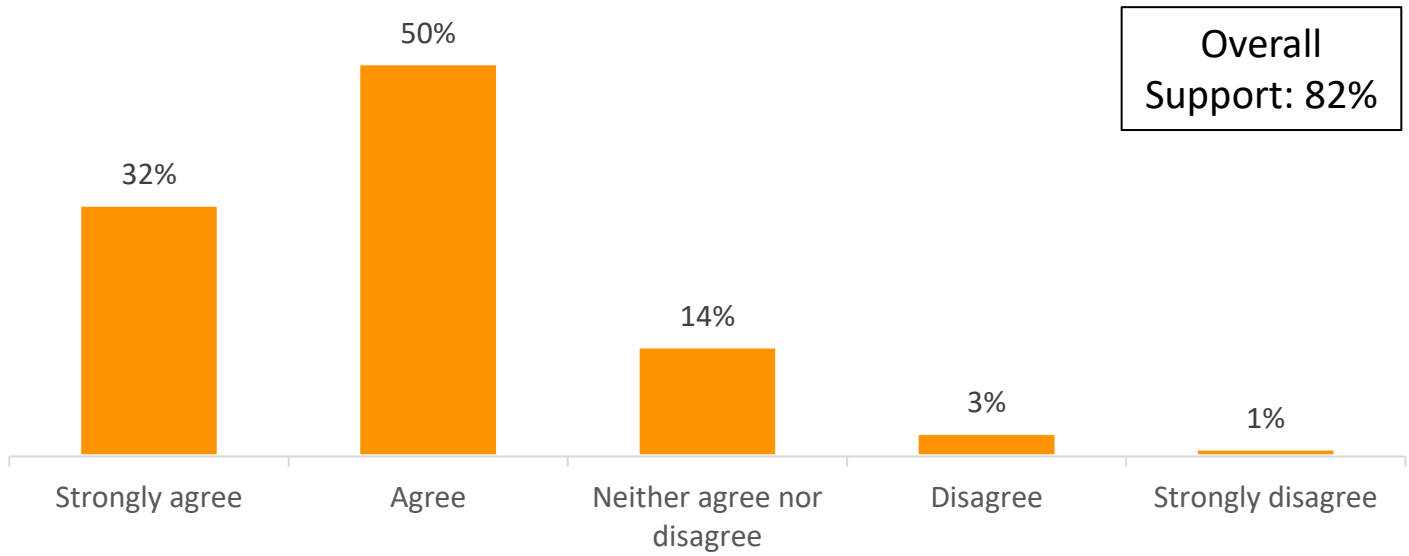


- Over 65s were significantly more likely than other age groups to say widening narrow footways in busy locations was not important (38%)
- Those in older age groups were significantly more likely to think replacing two-stage crossings was not important (65+yrs 40%; 55-64yrs 37%)
- Those who used bicycles to get around Edinburgh in the previous month were significantly more likely to think improving junctions was very important (42%) than those using other modes of transport

Extremely important (5) Very Important (4) Important (3) Not so important (2) Not important at all (1)

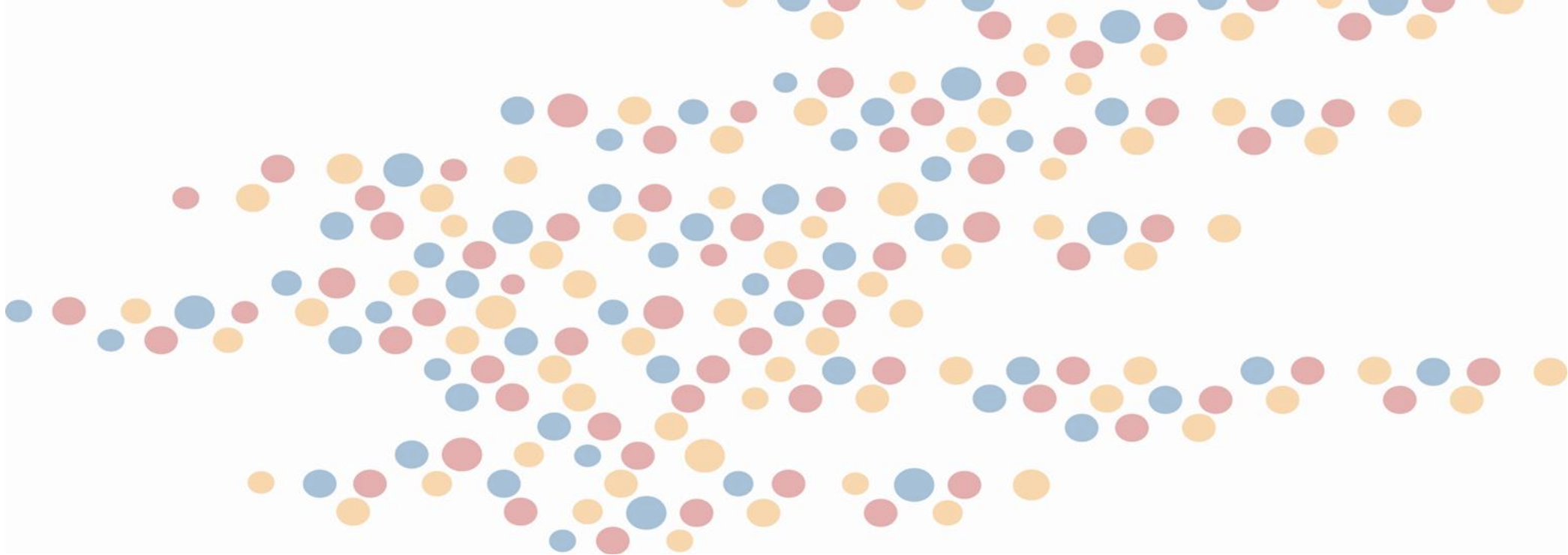
More than 8 in 10 agreed that junctions and crossings should be made easier and safer for pedestrians even if this results in impacts to other travel methods. Very few disagreed with this.

Make Junctions & Crossings Easier & Safer for Walking & Wheeling



• Those with no cars in their household were significantly more likely to agree strongly (47%) than those with cars

Page 311



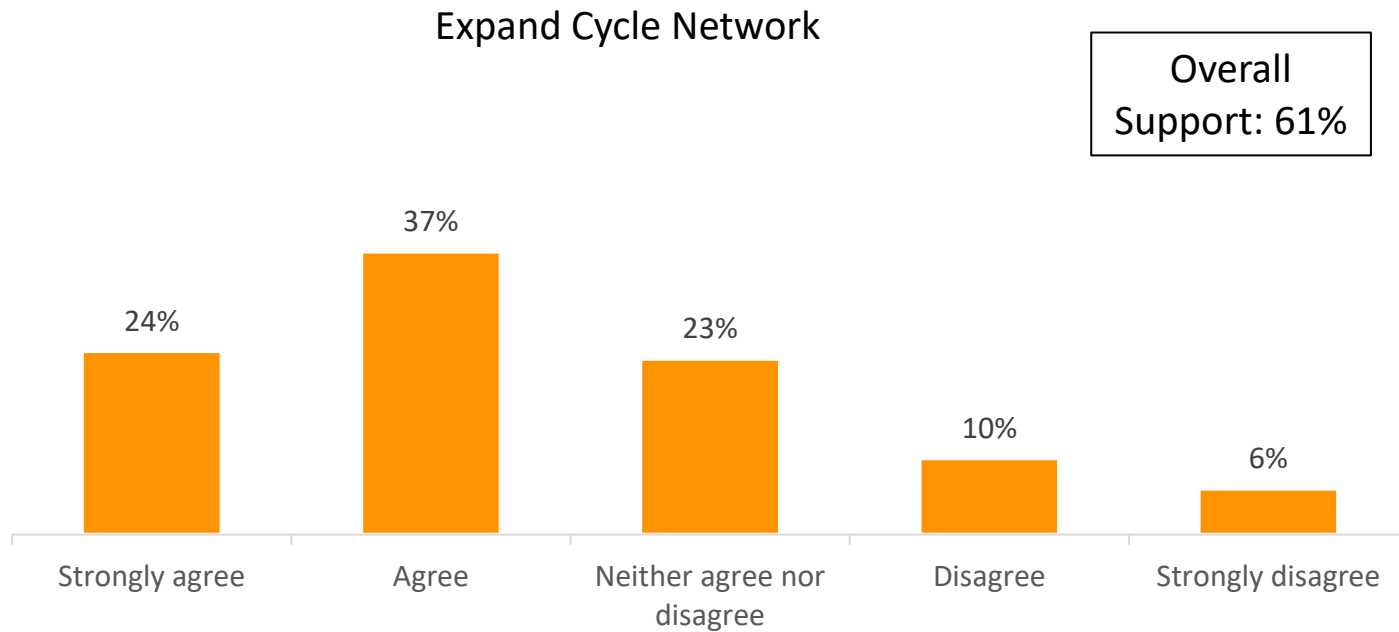
Main Findings

Delivering a joined-up cycle network

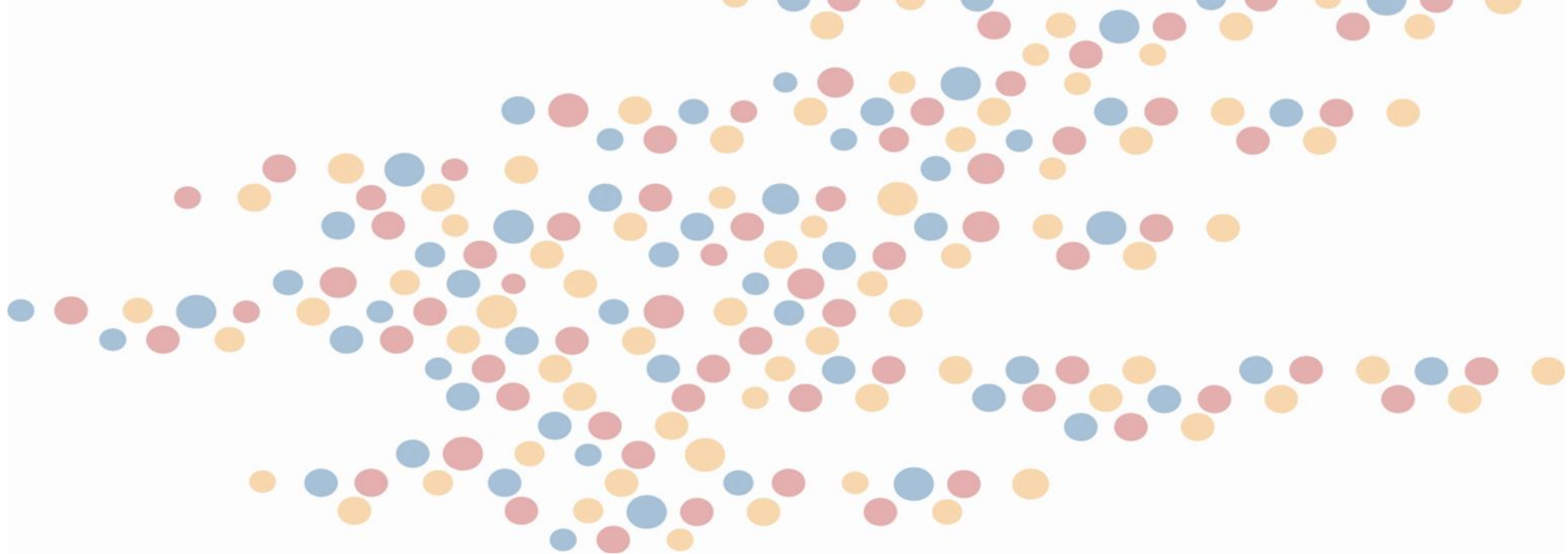
More than 6 in 10 agreed with the proposed expansion of Edinburgh’s cycle network.

Another aim of the City Mobility Plan is for Edinburgh to be a city where everyone, including children, has the freedom to cycle safely. To help deliver this, there is a proposal to expand the cycling network so that every household is within 250 to 400 metres of a high-quality cycle route that everyone can use at all times of day.

Page 313



- Those who used a bicycle to get around Edinburgh in the previous month were significantly more likely to strongly agree (43%)
- People with children at home were significantly more likely to agree or strongly agree (74%) than those with no children at home (54%)
- Over 65 year olds were significantly more likely to disagree or disagree strongly (47%) than other age groups
- As were those with one or more car in the household (20% disagree/ disagree strongly)



Main Findings

Delivering improvements to the public transport network

Provision of real-time information including availability of wheelchair spaces was the highest priority for improvement - extremely / very important for two-thirds. Measures to improve bus stops were also considered important with similar ratings for provision of seating / lighting and improving layouts.

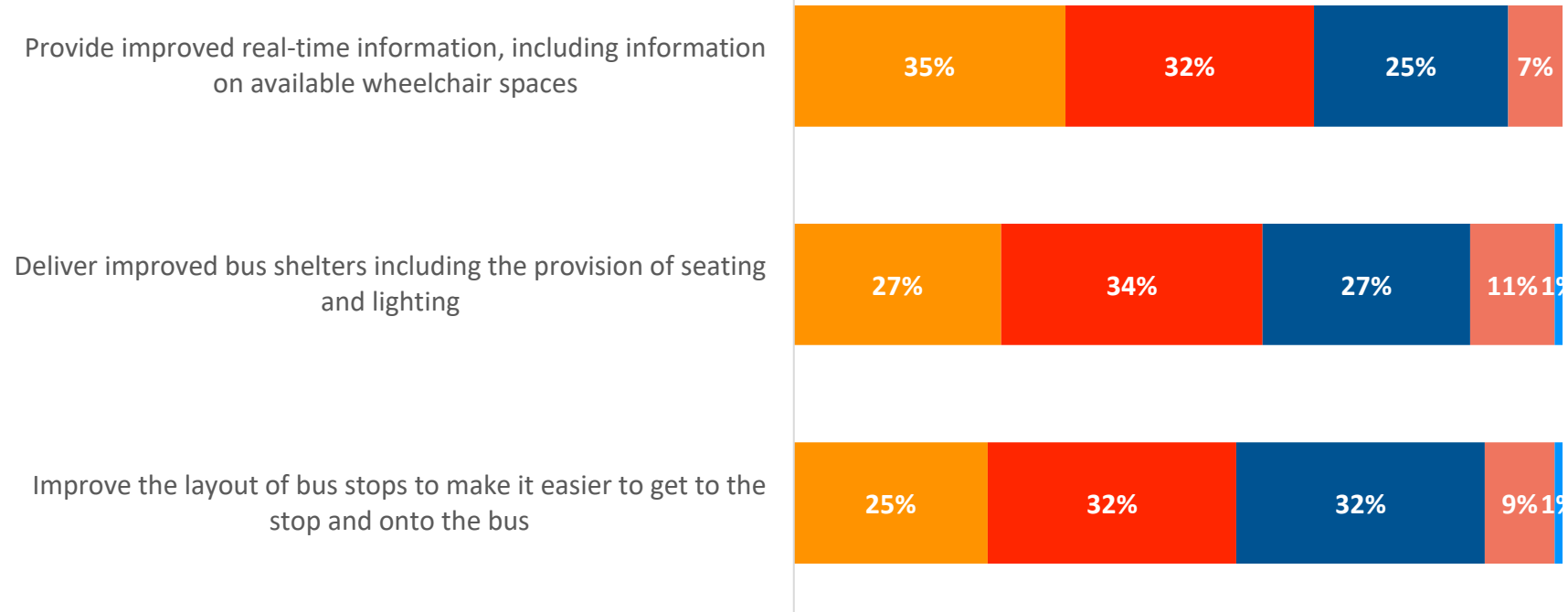
Public transport makes more efficient use of street space than car use and is likely to make the biggest contribution to achieving the target of 30% reduction in car kilometres by 2030. To help deliver the City Mobility Plan objectives, there is an aim to:

- find ways to provide faster and more reliable bus services.
- make sure everyone using public transport in the city has a high-quality experience, wherever they live, whatever their age, gender, or ability, or whatever the destination.
- aim to provide flexible and affordable fares across public transport services.

Page 315

Importance of Measures to Improve Bus Stops & Make Bus Travel More Attractive

Average weighted score (out of 100)



• Those with no cars in the household were significantly more likely to say improving real-time information was extremely important (45%)

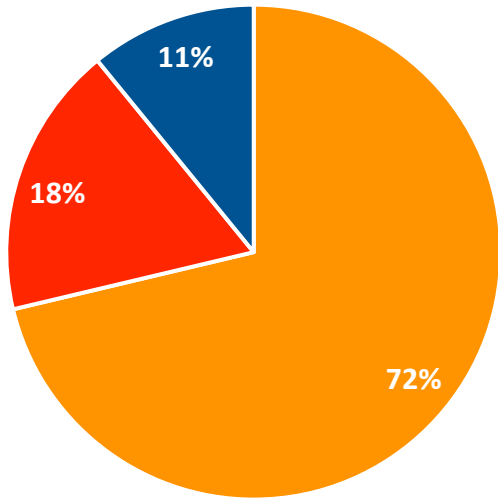
Extremely important (5) Very Important (4) Important (3) Not so important (2) Not important at all (1)

A majority of respondents would be willing to walk a little further to reach bus stops with enhanced offerings. Increased range of bus services is the most motivating option, followed by faster / express buses and then improved waiting facilities.

There is also a plan to review bus stop locations to make sure that existing stops are conveniently placed. In a small number of locations, this might mean adjusting or combining stops where they are close together, without impacting accessibility.

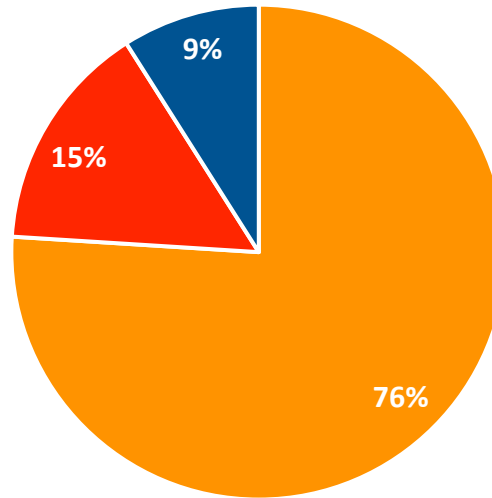
Willingness To Walk / Wheel Further To Access....

Improved waiting facilities



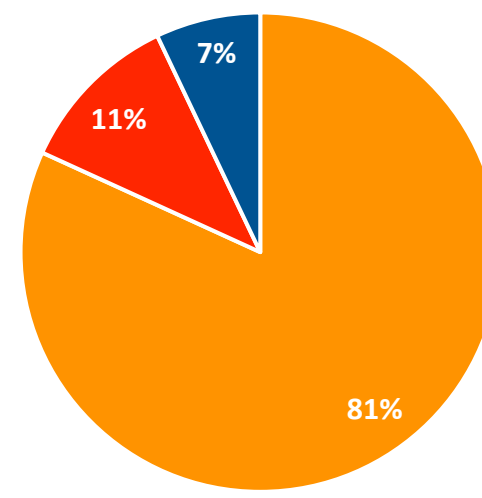
- People with children were most likely to say yes (80%)
- While over 65s (36%) and those with mobility issues (33%) or other health conditions (26%) were significantly more likely to say no

Faster or express bus



- Those in more affluent AB socioeconomic groups (84%) and those with no mobility or health conditions (81%) were significantly more likely to say yes
- Over 65s were more likely than other age groups to say no (29%)

Increased range of buses



- People with children were most likely to say yes (89%)
- While over 65s (21%) and those with mobility issues (29%) were significantly more likely to say no

■ Yes
 ■ No
 ■ Don't know

Q Would you be willing / able to walk or wheel a little further (no more than 400m) to reach a bus stop where there are improved waiting facilities (like shelter, seating, lighting, live bus time information)? Base: All 553

Q Would you be willing / able to walk or wheel a little further to reach a bus stop where there are faster or express bus services?

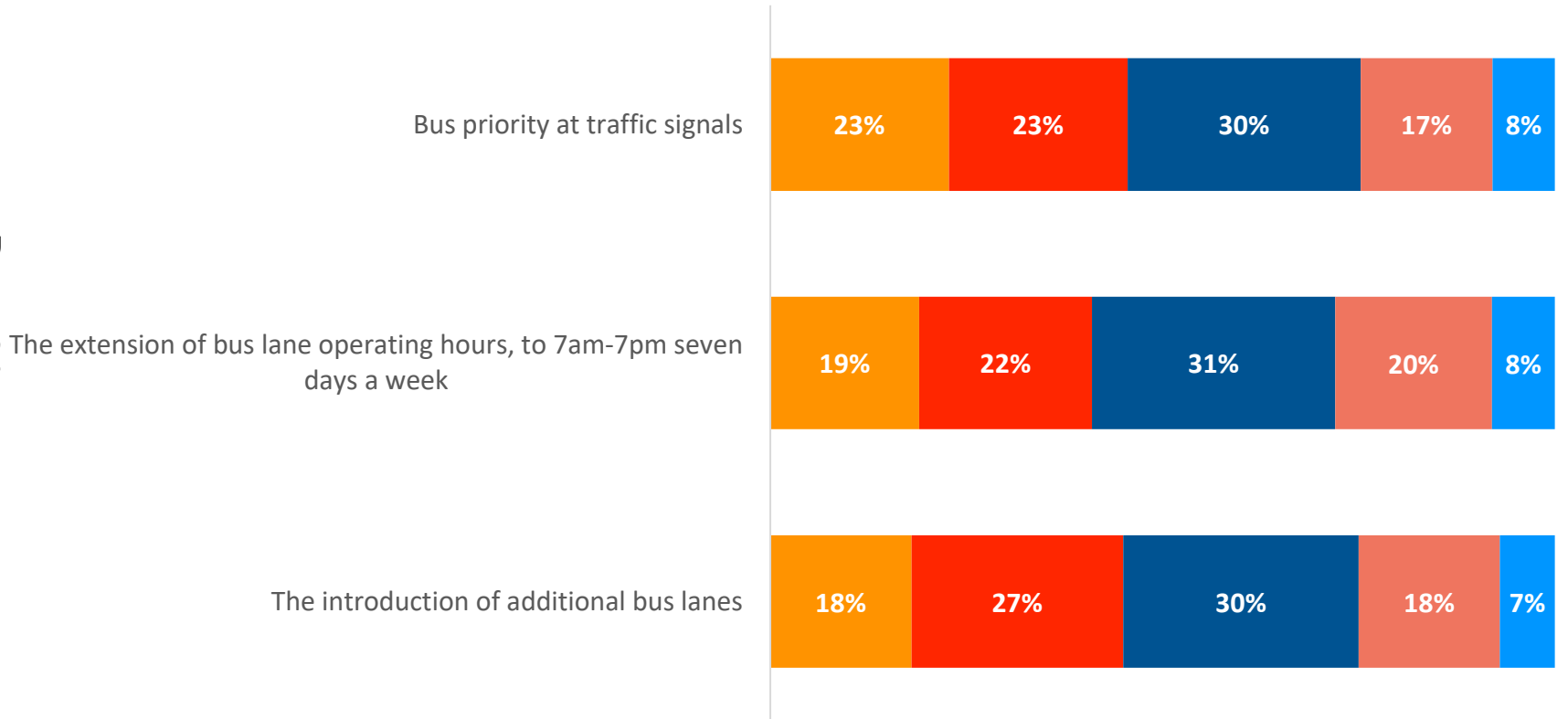
Q Would you be willing / able to walk or wheel a little further to reach a bus stop where there is an increased range of bus services (so you can get to more places)?

Bus priority measures were considered extremely or very important by fewer than half of the sample. Of the options provided, bus priority at traffic signals was considered marginally more important than extension of operating hours or introducing additional bus lanes.

Faster and more reliable bus services can improve access to convenient, affordable, and accessible choices for moving around Edinburgh. This can be delivered through bus priority measures which give additional space for buses on roads, giving them priority over other vehicles – for example, bus lanes.

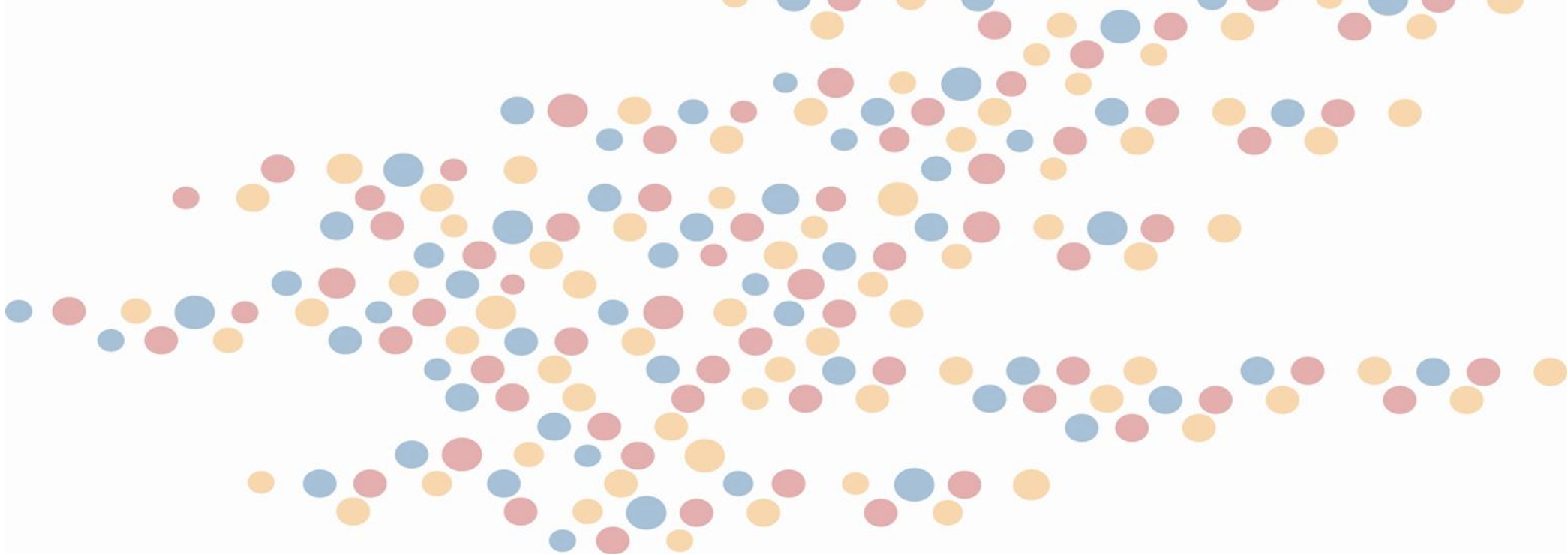
Importance of Measures to Provide Faster, More Reliable Bus Services

Average weighted score (out of 100)



• Those who had used motorcycles to travel around Edinburgh in the previous month were particularly supportive of introducing additional bus lanes (49% extremely important)

Extremely important (5) Very Important (4) Important (3) Not so important (2) Not important at all (1)



Main Findings

Delivering road safety targets

Redesigning major junctions was viewed as the most important measure to achieve the zero fatalities target (64% extremely / very important). Expansion of school streets and introducing sub-20mph limits in shopping streets were also considered extremely / very important by almost half.

Delivering road safety targets:

The number of people walking and cycling will need to increase if Edinburgh is to meet its target of a 30% reduction in car kilometres travelled in the city by 2030. This means road safety is a priority. CEC have set a target of achieving zero fatalities on the road network by 2030, so measures to make streets safer for everyone may need to be taken. For example, lower speed limits and improved routes to schools may make it safer for people to move around.

Importance of Measures to Achieve Zero Fatalities

Average weighted score (out of 100)

Re-design major junctions in the city to improve the safety of vulnerable road users (e.g. people walking, wheeling, or cycling)



71

Expand the number of schools with 'school streets'



61

Introduce speed limits under 20mph in busy shopping streets



58

Review both rural speed limits and 40mph speed limits



54

Extremely important (5) Very Important (4) Important (3) Not so important (2) Not important at all (1)

The following significant differences were noted when analysing subgroups:

- Those with kids at home thought it was extremely important to - redesign major junctions (37%) and expand the number of school streets (28%)
- People with no cars at home were more likely to feel speed limits under 20mph were extremely important (31%)

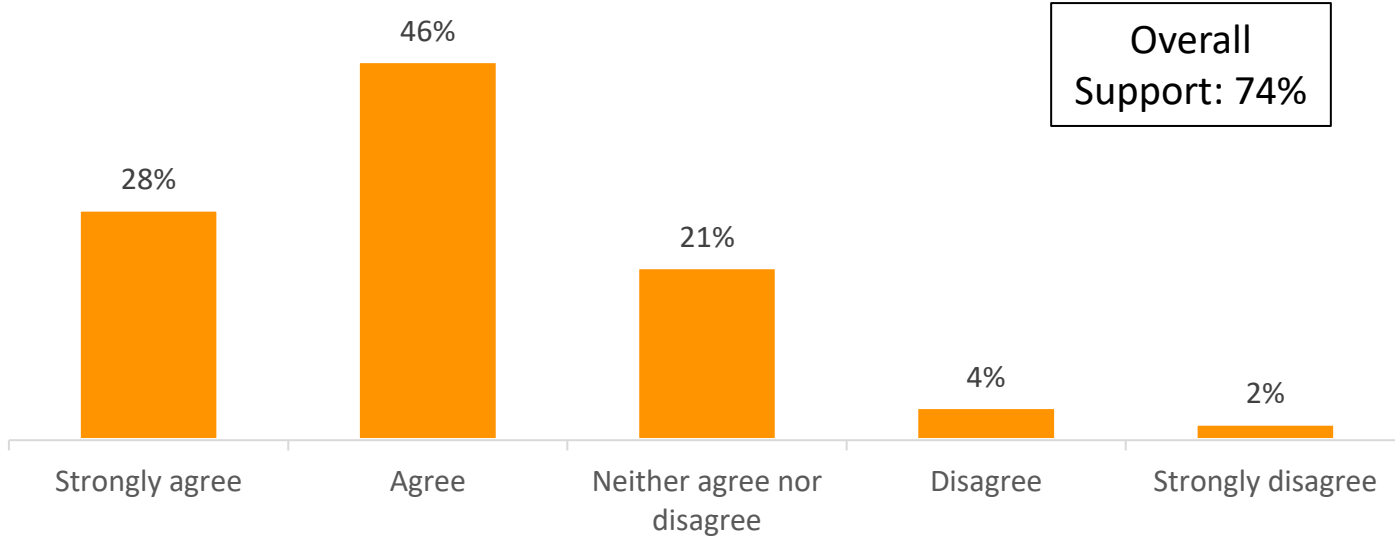
Almost three-quarters of the sample agree that changes should be made at major junctions to improve safety, which may impact motorised traffic.

Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling, and cycling. These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes.

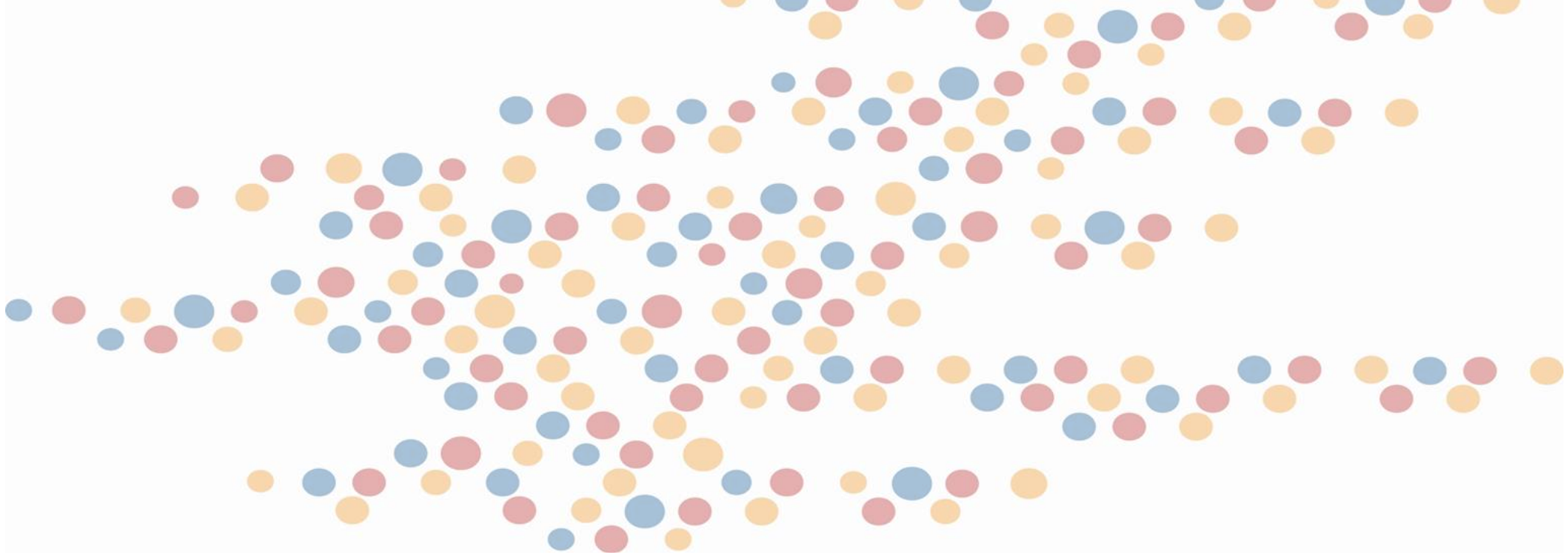
To meet road safety targets, CEC want to introduce changes to major junctions to improve everyone’s safety.

Introduction of Changes At Major Junctions

Page 320



- Those with no cars in the household were significantly more likely to strongly agree (42%) than those with cars (23%)



Main Findings

Delivering a people-friendly city centre

64% of respondents agreed with more restrictions being introduced to through traffic in the city centre

Delivering a people-friendly city centre:

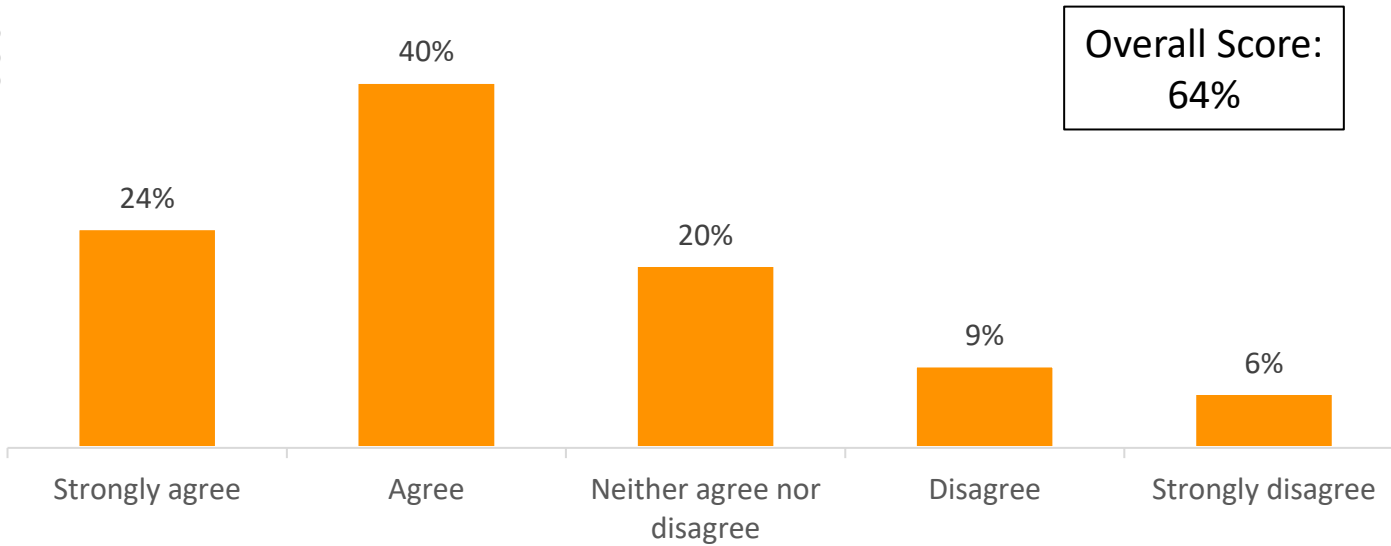
The Edinburgh City Centre Transformation strategy focuses on delivering a high-quality, people-friendly street environment. The strategy has already been implemented in some streets e.g. Victoria Street and Cockburn Street are now largely traffic free. There is a plan to identify further streets in the city centre where traffic could be reduced or removed. Any restrictions would still allow essential vehicle movements such as access for city centre residents, to multi-storey car parks, and access for deliveries and blue badge parking.

Restrictions would vary street by street and could include:

- Part-time restrictions (for example from 7am to 7pm).
- Restrictions by the type of vehicle (for example permitting all traffic apart from private cars).
- Restrictions by direction (for example allowing general traffic in one direction only)

Page 322

More Restrictions To Through Traffic in City Centre

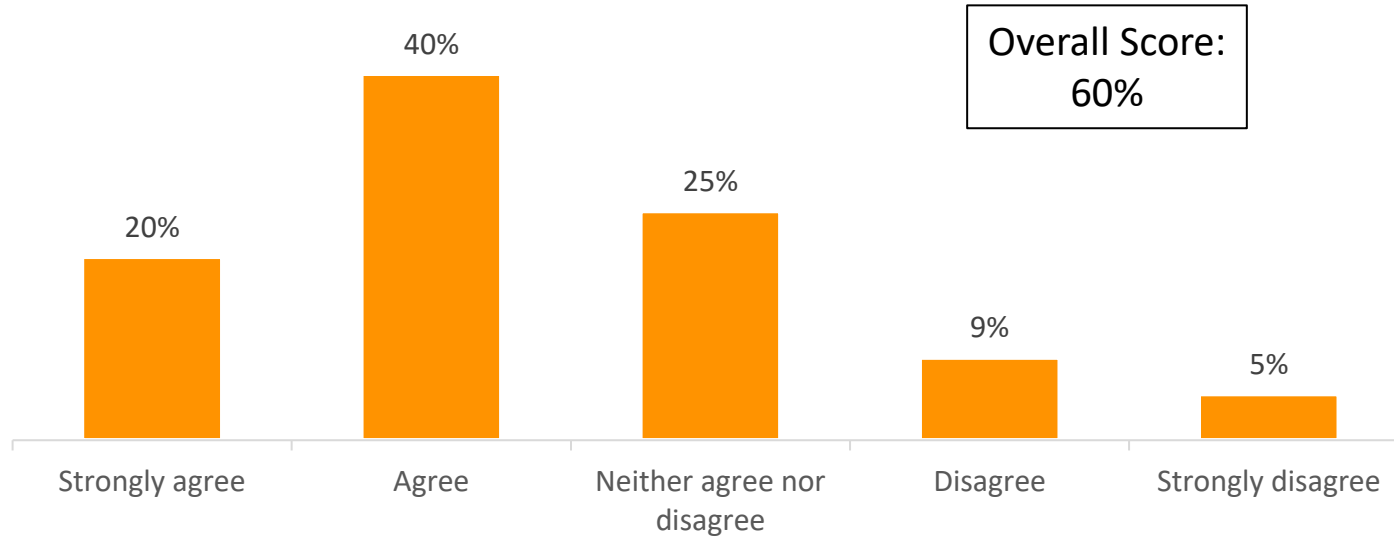


- Those with cars in the household were significantly more likely than others to disagree / disagree strongly (19%)
- As were the over 65s (38%)

6 in 10 were in favour of a targeted reduction in kerbside parking in the city centre.

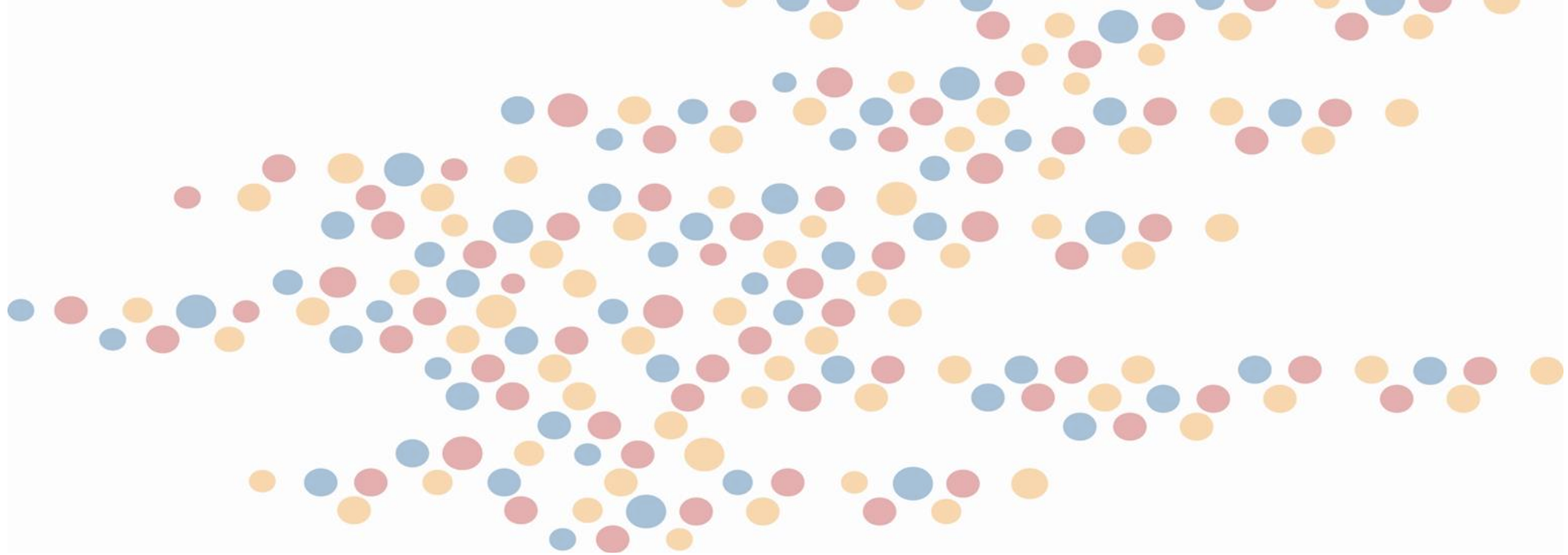
On some streets across the city centre, parked vehicles can limit the ability to provide wider pavements, seating, and planting; and kerbside parking can encourage non-essential traffic into the city centre, whilst also restricting deliveries, resident, and blue badge parking.

Targeted Reduction In Kerbside Parking



- Those who used the bus most often as their travel mode (28%) and those with no cars in the household (31%) were significantly more likely to agree strongly
- While 65+yr old age groups were more likely than others to disagree or disagree strongly (30%)

Page 323



Main Findings

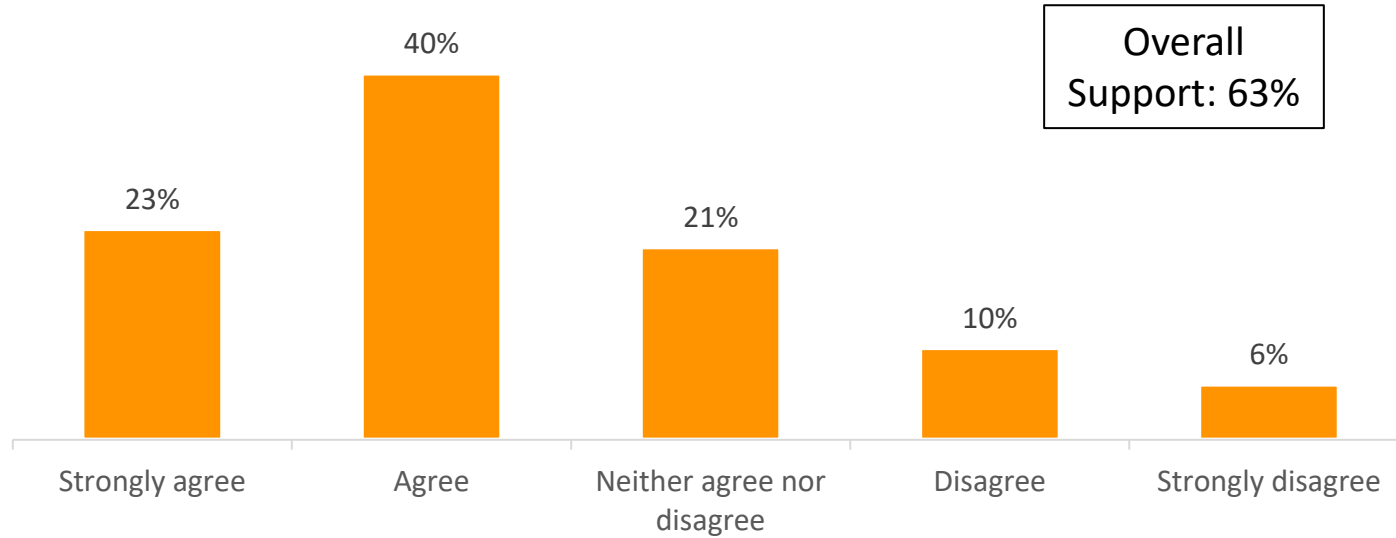
Improving public transport and active travel corridors

More than 6 in 10 were supportive of the idea of reducing parking on main roads to provide more space for other methods of transport.

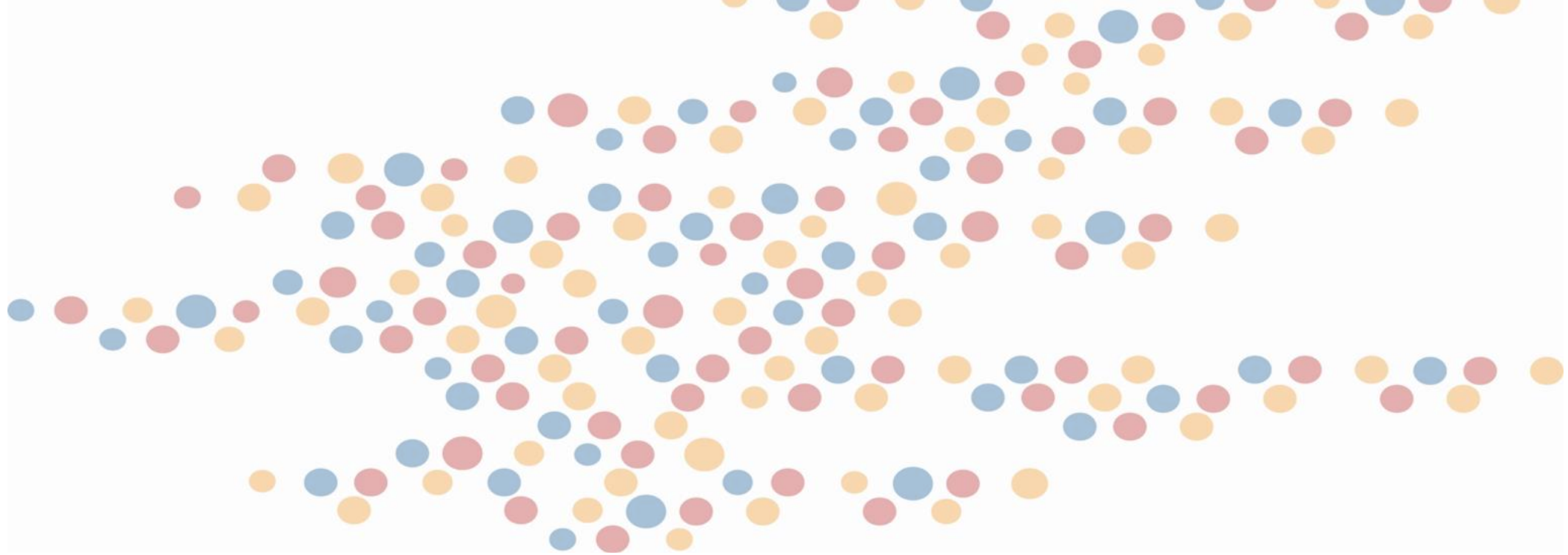
- Improving public transport and active travel corridors;
 On some main roads, parking of vehicles restricts the ability to:
- Widen narrow pavements
 - Improve bus journey times by introducing bus lanes
 - Expand the cycle network including segregated cycle lanes

Reduce Parking On Main Roads

Page 325



- Those with children at home were significantly more likely to agree strongly (31%)



Main Findings

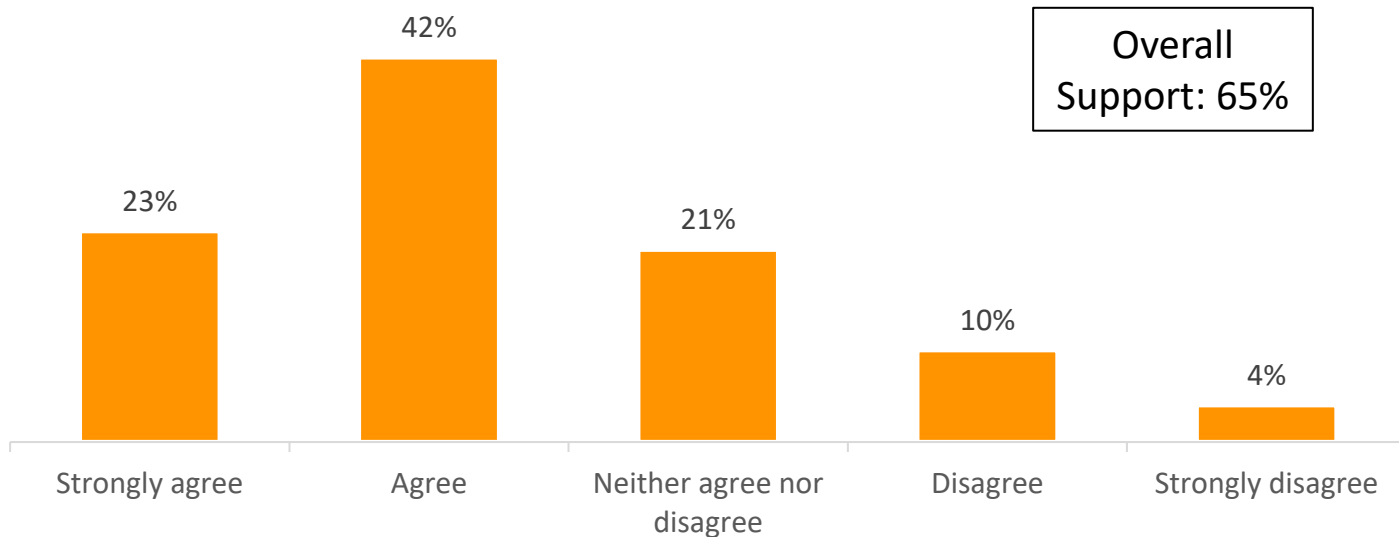
Delivering vibrant shopping streets

65% of respondents agreed with the reduction of parking in shopping streets to provide a more vibrant environment.

In some shopping streets, parked vehicles can take up over 25% of the available street space. This restricts the ability to:

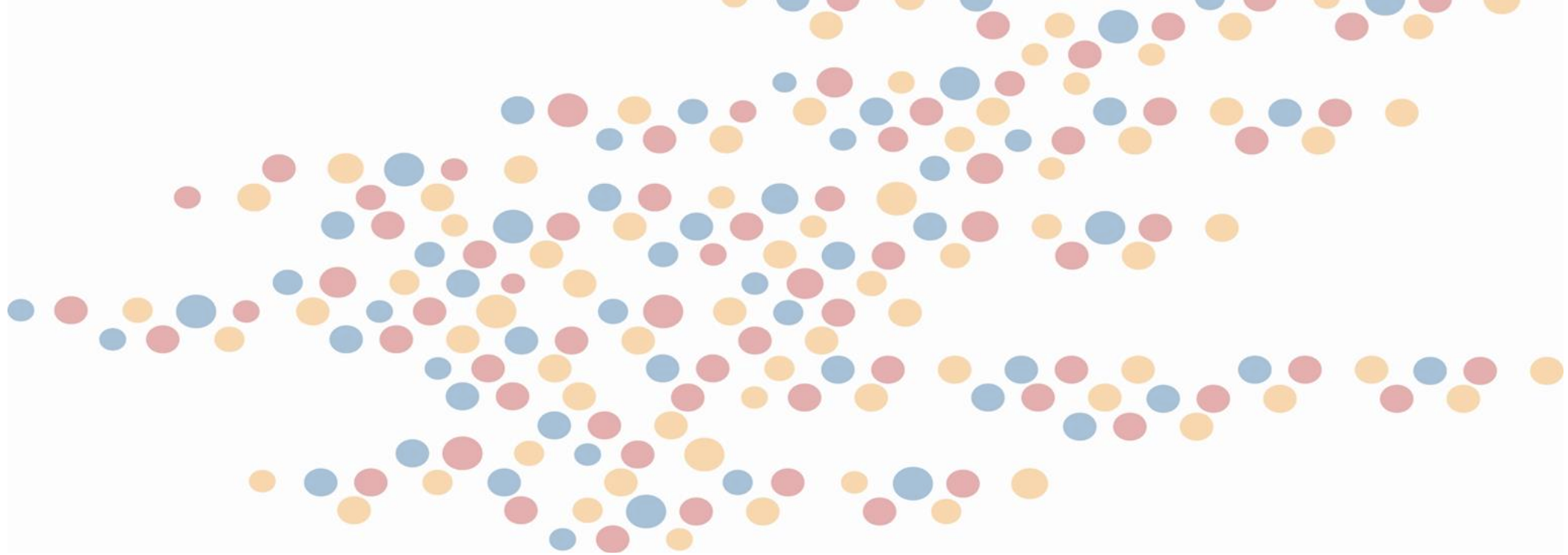
- Widen narrow pavements.
- Introduce benches and seating.
- Introduce trees or planting.
- Provide cycle parking.

Reduce Parking On Shopping Streets



- Those with no cars in the household were significantly more likely to agree strongly (35%)
- People with mobility issues were significantly more likely to disagree with this idea (22%)
- And those in older age groups also disagreed more (55-64yrs 16%; 65+yrs 19%)

Page 327



Main Findings

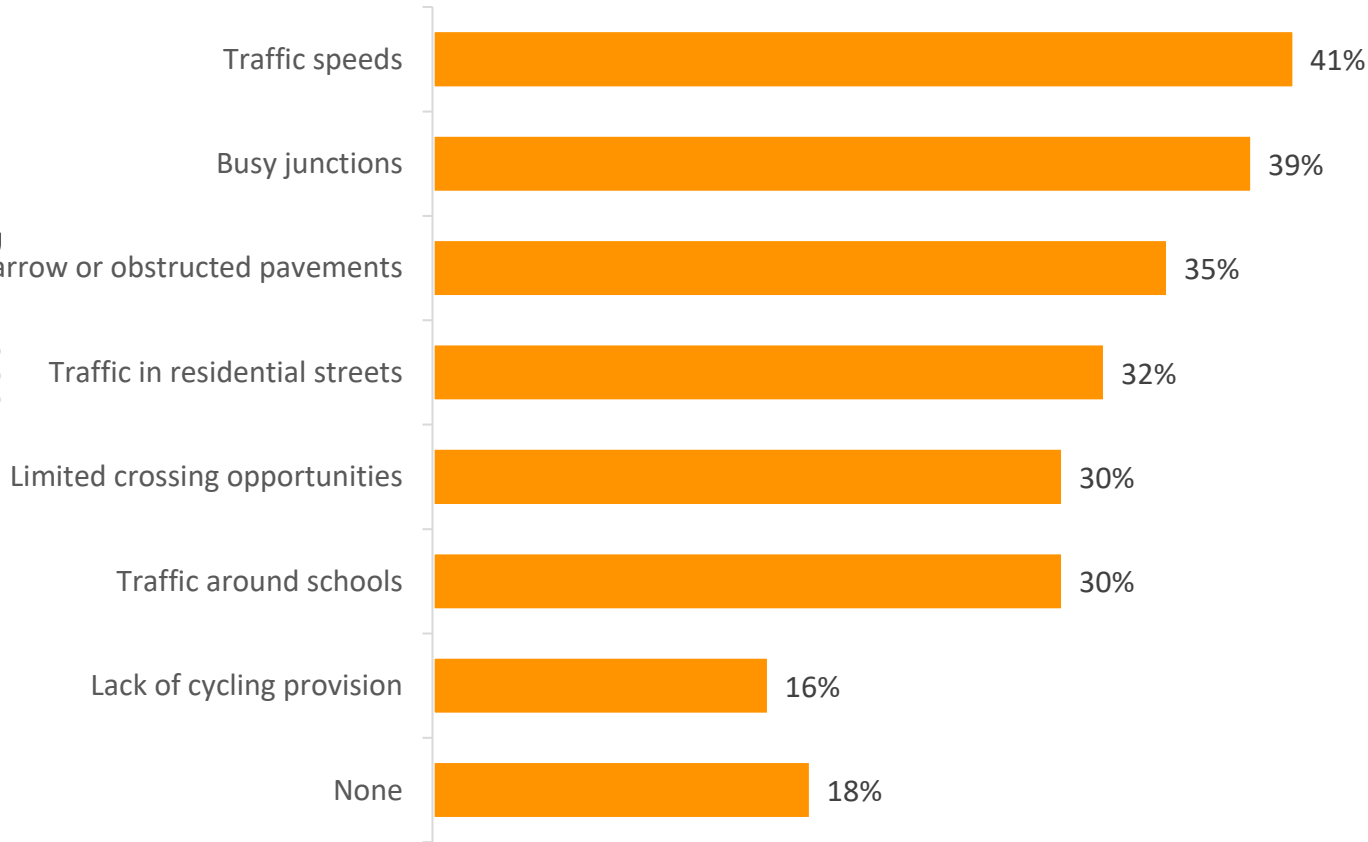
Delivering liveable neighbourhoods

A range of issues were recognised as having a negative impact on walking, wheeling and cycling in local neighbourhoods. Traffic speeds and busy junctions were most mentioned, with narrow pavements, limited crossings and traffic in residential streets and around schools also impacting.

Delivering liveable neighbourhoods:

In some neighbourhoods the speed and volume of traffic can cause safety concerns for residents, especially around schools. This can affect choices to walk, wheel or cycle when moving around the neighbourhood.

Aspects Negatively Impacting Moving Around Locally



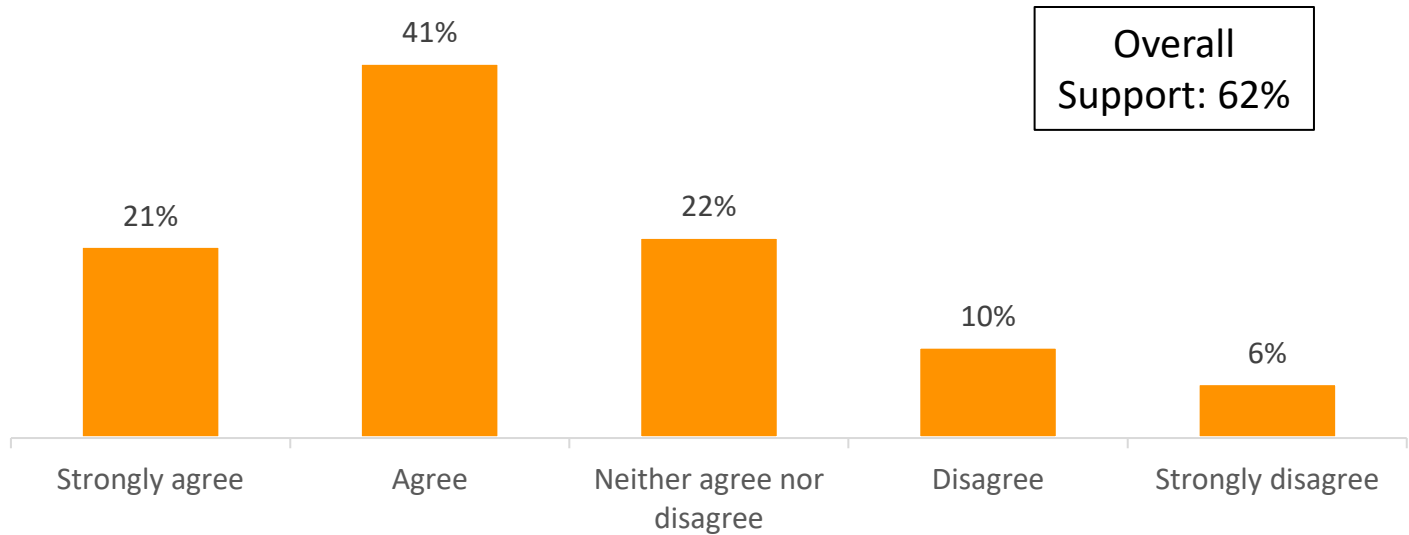
Some significant differences were noted by subgroups:

- Those with children at home were more likely to mention traffic speeds (51%) and traffic around schools (41%)
- People with mobility issues were more likely to mention traffic around schools (50%) and narrow / obstructed pavements (49%)
- Those who used wheelchairs to get around in the previous month (although a small sample size) were more likely to cite traffic around schools (76%) and busy junctions (87%)
- Those who used bicycles to get around Edinburgh in the previous month were more likely to mention lack of cycling provision (36%)
- People with no cars in the household were more likely to say narrow / obstructed pavements (43%) and limited crossing opportunities (42%).

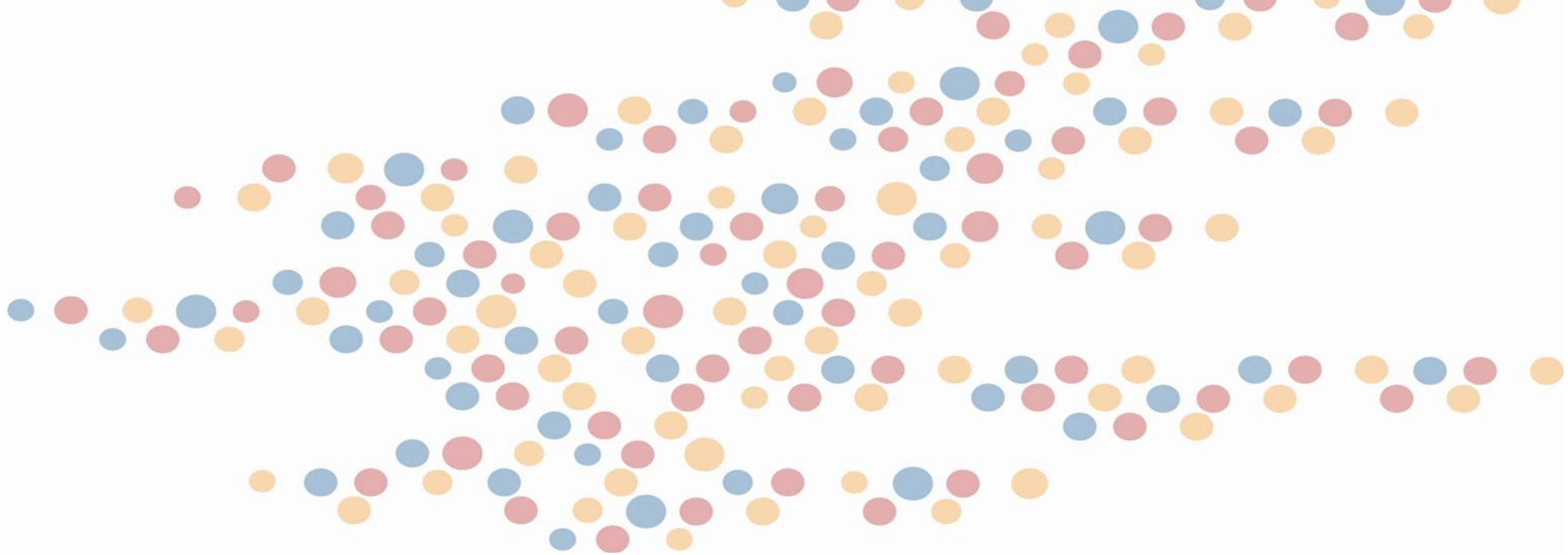
More than 6 in 10 were in favour of introducing restrictions to reduce the speed and volume of traffic in their neighbourhood.

Introducing Restrictions To Reduce Speed And Volume Of Traffic

Page 330



- People with no cars in their household were significantly more likely to strongly agree (32%)
- While the over 65yr age group were more likely to disagree or strongly disagree (38%)



Main Findings

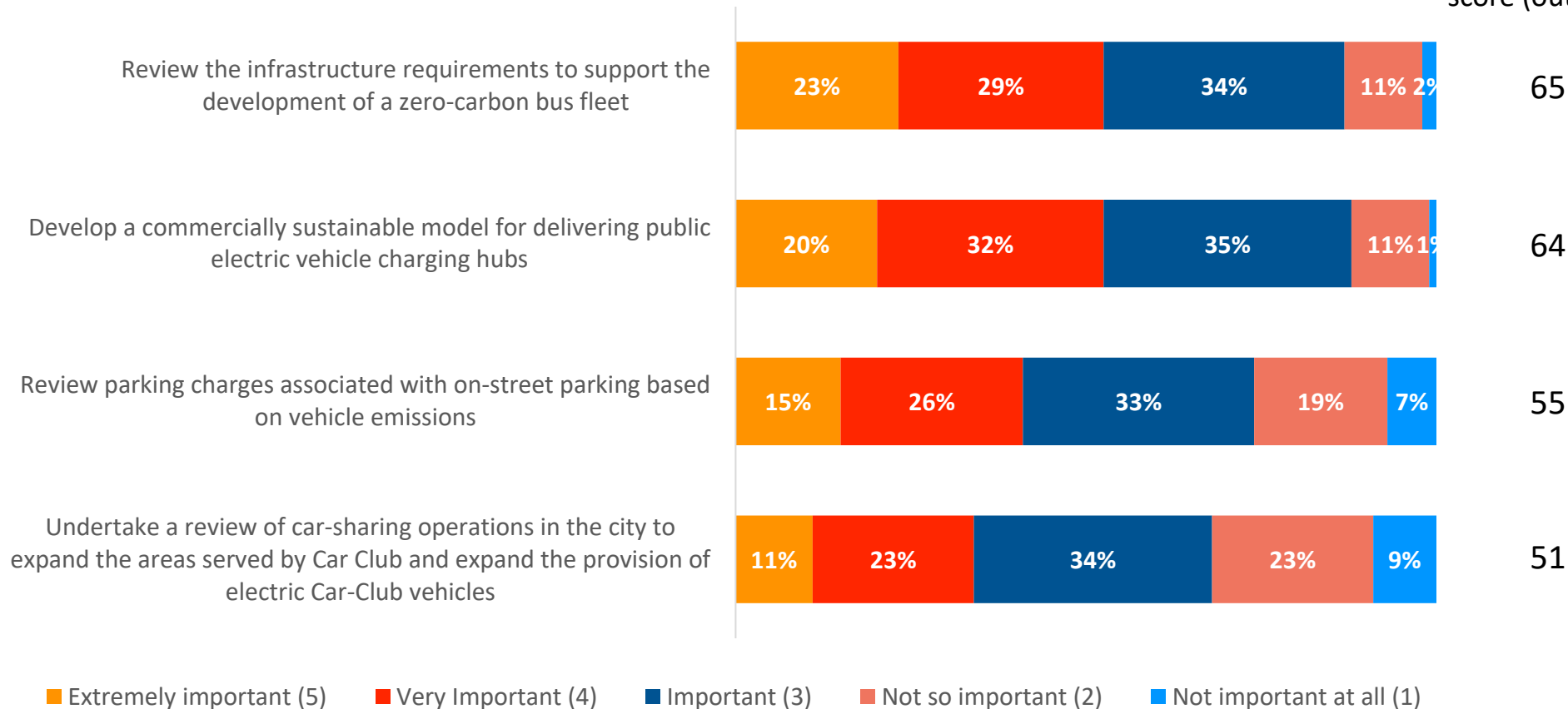
Delivering liveable neighbourhoods

More than half of the sample felt zero carbon bus fleet and delivery of electric vehicle charging hubs were key development areas to reduce harmful emissions from transport. Reviewing parking charges based on emissions and reviewing car-sharing operations were seen as less of a priority.

Supporting the journey to net zero and cleaner air:
Edinburgh’s transport system needs to evolve in a sustainable way to support the city becoming net zero by 2030. As well as reducing car kilometres travelled, harmful emissions can be reduced by changing travel choices and adapting to new technologies. To deliver these objectives, CEC propose a number of measures to reduce harmful emissions from transport.

Importance of Measures to Reduce Harmful Emissions from Transport

Average weighted score (out of 100)



- Those with cars at home were significantly more likely to say the review of parking charges was not important (30%)
- People aged 65yrs or older were more likely to think reviewing parking charges (47%) and reviewing car share options (51%) were not important.

More than 6 in 10 agreed with all of the measures proposed to reduce harmful emissions from domestic and commercial sources.

The draft Air Quality Action Plan includes measures to reduce emissions across the city, from transport, and domestic and commercial sources of emissions like heating. Domestic solid fuel burning (e.g. coal, wood) is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes.

Agreement with Measures To Reduce Harmful Emissions

Overall Support:

Discourage biomass burning in commercial settings and support the transition to low-carbon technologies



64%

Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts



71%

Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention



65%

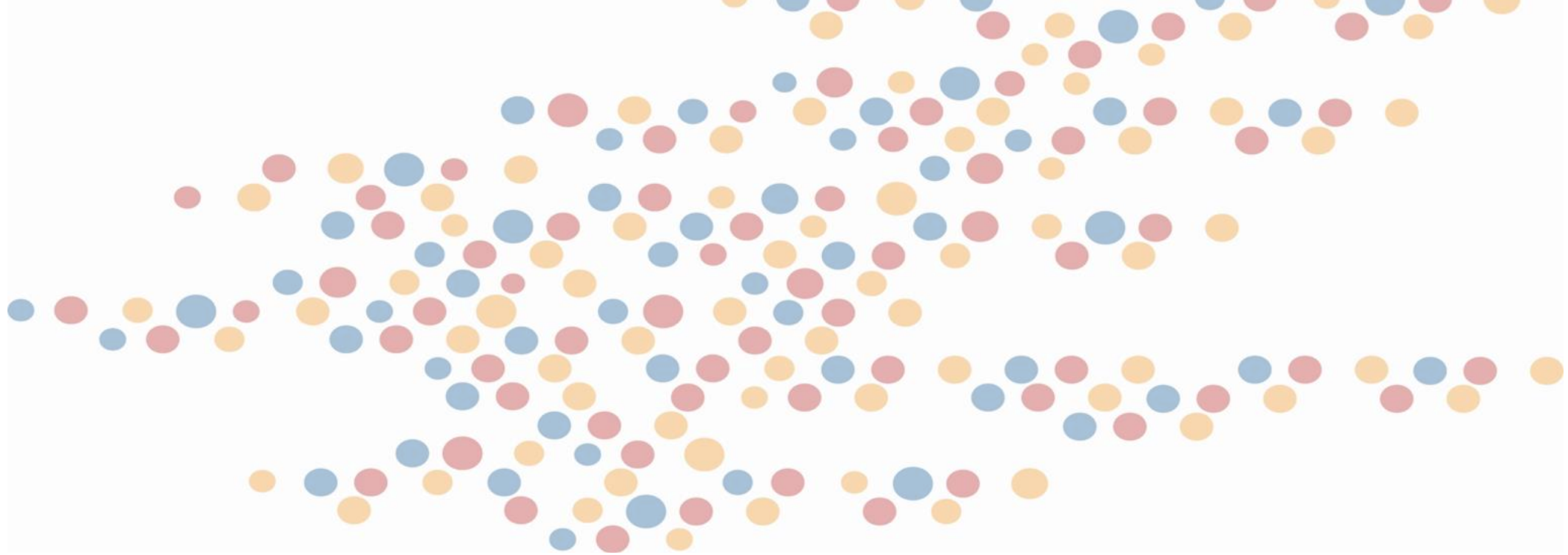
Lobby Scottish Government for an update of licensing laws to tackle concerns around the use of solid fuel burning in licensed premises



63%

■ Strongly agree (5) ■ Agree (4) ■ Neither agree nor disagree (3) ■ Disagree (2) ■ Strongly disagree (1)

• People with children at home were significantly more likely to strongly agree with delivering awareness campaigns (30%)



Appendix

Summary across all measures



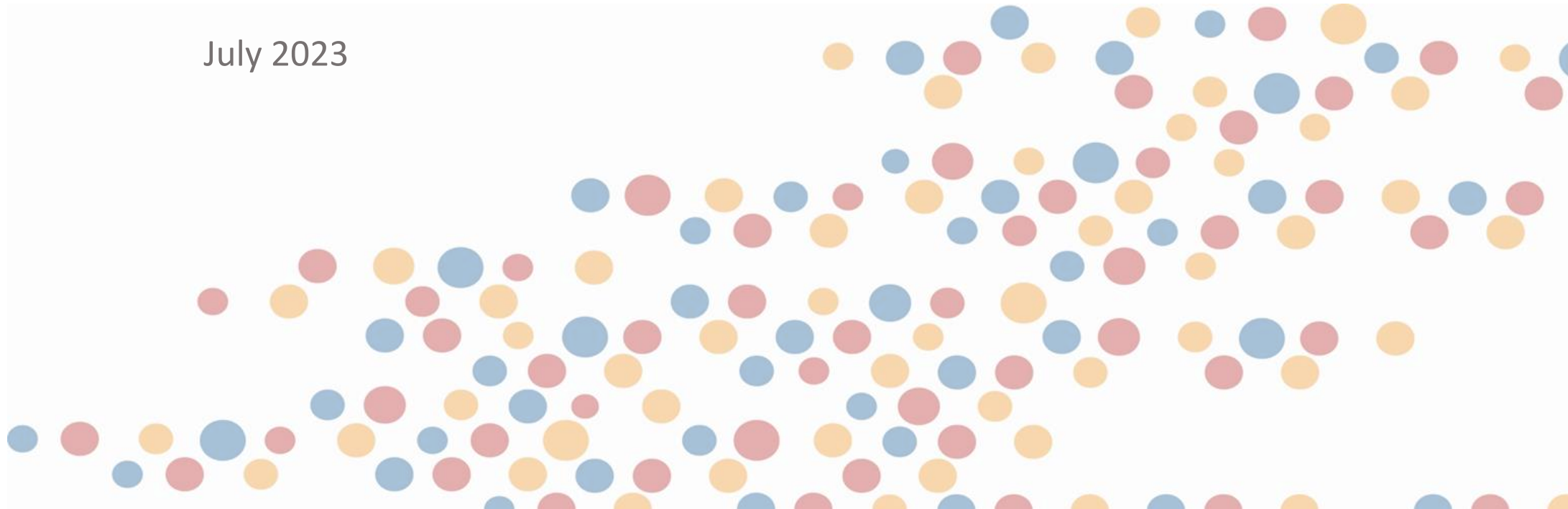
Importance of Measure	Average weighted score (out of 100)
Improving footways around the city by providing safe, smooth pavements free from trip hazards	81
Removing clutter on pavements and paths (e.g. unnecessary poles and signs)	75
Provide improved real-time information, including information on available wheelchair spaces	73
Installing dropped kerbs and tactile paving	71
Re-design major junctions in the city to improve the safety of vulnerable road users (e.g. people walking, wheeling, or cycling)	71
Deliver improved bus shelters including the provision of seating and lighting	69
Implementing the power to enforce the pavement parking ban when available	68
Improve the layout of bus stops to make it easier to get to the stop and onto the bus	67
Provide pedestrian crossings with longer or more frequent 'green man' times	66
Review the infrastructure requirements to support the development of a zero-carbon bus fleet	65
Develop a commercially sustainable model for delivering public electric vehicle charging hubs	64
Widen narrow footways in the busiest locations (e.g. city centre, shopping streets etc.)	63
Improve junctions in neighbourhoods to reduce crossing distances and provide more pedestrian priority	63
Introducing more rest places and benches	62
Replace two-stage crossings to make it easier and quicker to cross	62
Expand the number of schools with 'school streets'	61
Bus priority at traffic signals	60
The introduction of additional bus lanes	58
Introduce speed limits under 20mph in busy shopping streets	58
The extension of bus lane operating hours, to 7am-7pm seven days a week	56
Review parking charges associated with on-street parking based on vehicle emissions	55
Review both rural speed limits and 40mph speed limits	54
Undertake a review of car-sharing operations in the city to expand the areas served by Car Club and expand the provision of electric Car-Club vehicles	51



Agreement with Measures	Overall Support
Junctions and crossings should be made easier and safer for walking and wheeling, where this might result in impacts to other ways of travelling	82%
CEC should introduce changes at major junctions which may impact motorised traffic to improve people's safety	74%
Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts	71%
Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention	65%
Reducing parking on shopping streets, to provide a vibrant environment while still providing essential access for deliveries and people with mobility difficulties	65%
Discourage biomass burning in commercial settings and support the transition to low-carbon technologies	64%
More restrictions to through traffic in the city centre, to change the environment for people living and spending time there	64%
Lobby Scottish Government for an update of licensing laws to tackle concerns around the use of solid fuel burning in licensed premises	63%
Reducing parking on main roads to provide more space for walking, wheeling, cycling, and moving around on public transport	63%
Introducing restrictions to reduce the speed and volume of traffic in your neighbourhood?	62%
Expansion of Edinburgh's cycle network, so that every house is within 250m-400m of a high-quality cycle route	61%
Introducing a targeted reduction in kerbside parking within the city centre	60%

Stantec / City of Edinburgh Council
City Mobility Plan Research –
Underrepresented / Vulnerable Groups

July 2023





Background

- Stantec is working with City of Edinburgh Council (CEC) to conduct a wide-reaching consultation on the key detailed action plans that will underpin the City Mobility Plan 2021-2030:
 - Active Travel Action Plan
 - Air Quality Action Plan
 - Parking Action Plan
 - Public Transport Action Plan
 - Road Safety Action Plan
 - And the Street Space Allocation Framework (Circulation Plan) which will inform decision making on how transport modes are prioritised in areas of potential conflict.
- The consultation exercise is designed to allow organisations, representative bodies and citizens to give feedback on the Action Plans and Framework, from their own perspectives.
- As part of this, there was a requirement to engage with groups who CEC identified as being most impacted by mobility issues in the city and/or experiencing inequalities:
 - Those experiencing poverty
 - Isolated communities
 - Women
 - Children and young people
 - People with mobility difficulties and other disabled people
 - The ageing population
 - The gypsy/traveller community*
- These groups are hard to reach through regular consultation methods, therefore specific research was commissioned to engage with these groups to gain their feedback.



Methodology

- JRS undertook a series of online focus groups with the key audiences
- Participants were recruited by our recruitment team using:
 - a mix of methods including existing contacts, snowballing and fresh in-street recruitment. We avoided recruiting via stakeholders to participants were those who would usually not contribute to a consultation.
 - A detailed screening questionnaire to ensure participants met the agreed specification
- Incentives were offered for participation
- A total of **55** Edinburgh residents participated in the research
- Groups lasted 90 minutes and broadly followed the design of the online consultation, with consistent stimulus used
- Each group was given the opportunity to choose up to 4 topics for detailed discussion
- Groups were moderated by experienced JRS researchers
- Groups were recorded and AI transcriptions generated for use in analysis
- Detailed analysis process by each researcher before coming together as a team
 - Resulting in identification of key themes across all groups, and particular themes relevant to specific groups
- All research was conducted in strict accordance with MRS Code of Conduct and UK GDPR legislation.

Group 1 – Those Experiencing Poverty <ul style="list-style-type: none"> • Gender mix • 22-45yrs • C2DE • At least half on benefits 	Group 2 – Those Experiencing Poverty <ul style="list-style-type: none"> • Gender mix • 45-65yrs • C2DE • At least half on benefits
Group 3 – Rural Communities <ul style="list-style-type: none"> • Gender mix • Age mix • SEG mix • Living in specific parts of the CEC boundary e.g. Ratho 	Group 4 – Women <ul style="list-style-type: none"> • Women • 22-45yrs • SEG mix • At least half to be living alone • At least half to regularly travel early/late (in the dark)
Group 5 – Women <ul style="list-style-type: none"> • Women • 45-65yrs • SEG mix • At least half to be living alone • At least half to regularly travel early/late (in the dark) 	Group 6 – Parents of Children <12yrs <ul style="list-style-type: none"> • Gender mix • Age mix • BC1C2D • Living with children aged <12yrs
Group 7 – Young People (16-21yrs) <ul style="list-style-type: none"> • Gender mix • 16-21yrs • SEG mix • Mix of full-time education and working 	Group 8 – Older People (65+yrs) <ul style="list-style-type: none"> • Gender mix • 65+yrs • BC1C2D • Mix of retired and working • Mix of mobility issues / none
Group 9 – People with Mobility Issues <ul style="list-style-type: none"> • Gender mix • Under 65yrs • SEG mix • Mobility issues – various types/ levels of severity 	Group 10 – Other Disabled People <ul style="list-style-type: none"> • Gender mix • Age mix • SEG mix • Non-mobility related disability

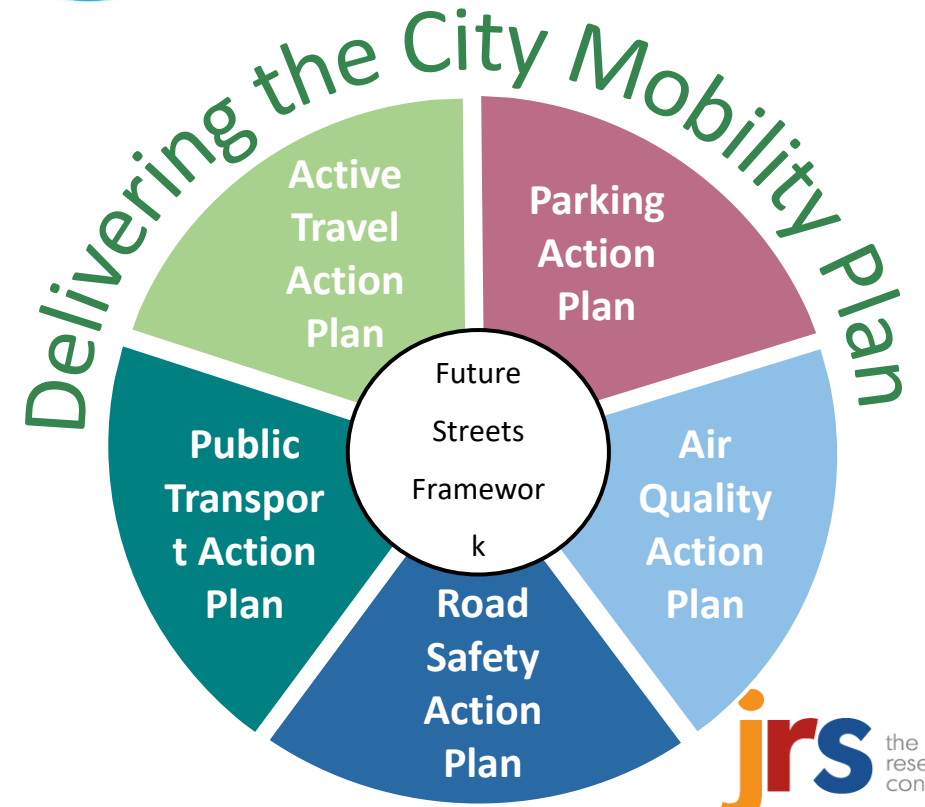


Information Presented

- The City Mobility Plan for Edinburgh was approved in February 2021 with a vision for people, goods and services to be able to move into and around Edinburgh in a way that is safe, sustainable, efficient and can benefit everyone.
- Alongside this a target has been set to lower the number of kilometres travelled by car in Edinburgh by 30% by 2030, and Edinburgh also aims to achieve Net Zero by 2030.
- A series of action plans has been developed to deliver the City Mobility Plan:
 - Active Travel Action Plan
 - Air Quality Action Plan
 - Road Safety Action Plan
 - Parking Action Plan
 - Public Transport Action Plan
- CEC is now consulting with people across Edinburgh to understand what the priorities are within these action plans.

Page 340

2030 Key Targets





A. Improving local travel for walking and wheeling

- Making streets and neighbourhoods accessible for everyone to walk or wheel safely and comfortably.
- Making Edinburgh a city where walking / wheeling is the first choice for short journeys.
- Making it more direct and convenient to travel locally – with neighbourhoods better joined up with local services and public transport.

B. Delivering a joined-up cycle network

- Edinburgh to be a city where everyone has the freedom to cycle safely, whatever your destination, at all times of day.

Page 341

Delivering improvements to our public transport network

Improving the public transport network across the city to provide:

- faster, more reliable bus services;
- a high-quality experience for everyone using public transport;
- flexible and affordable fares
- reviewing bus stop locations and improving the waiting experience.

D. Delivering a people-friendly city centre

- Delivering a high-quality, people-friendly street environment across the Old and New Towns.
- Including vehicle free streets where traffic is removed / reduced;
- Redesigning streets to be welcoming and accessible for all.

E. Achieving city-wide road safety targets

- Achieving zero fatalities on our roads by 2030 by making streets safer for everyone especially people walking, wheeling and cycling.
 - E.g. lower speed limits and improved routes to schools.

F. Improving our public transport and active travel corridors

- Improving main roads with measures like:
 - widening narrow pavements.
 - improving bus journey times by introducing bus lanes.
 - expanding the cycle network including segregated cycle lanes.

G. Delivering vibrant shopping streets

- Improving shopping streets by reducing parking to allow improvements like:
 - widening narrow pavements.
 - introducing benches and seating.
 - introducing trees or planting.
 - providing cycle parking.

H. Delivering liveable neighbourhoods

- The speed and volume of traffic can cause safety concerns for residents in some neighbourhoods, especially around schools. This can affect our choices to walk, wheel or cycle when we move around.

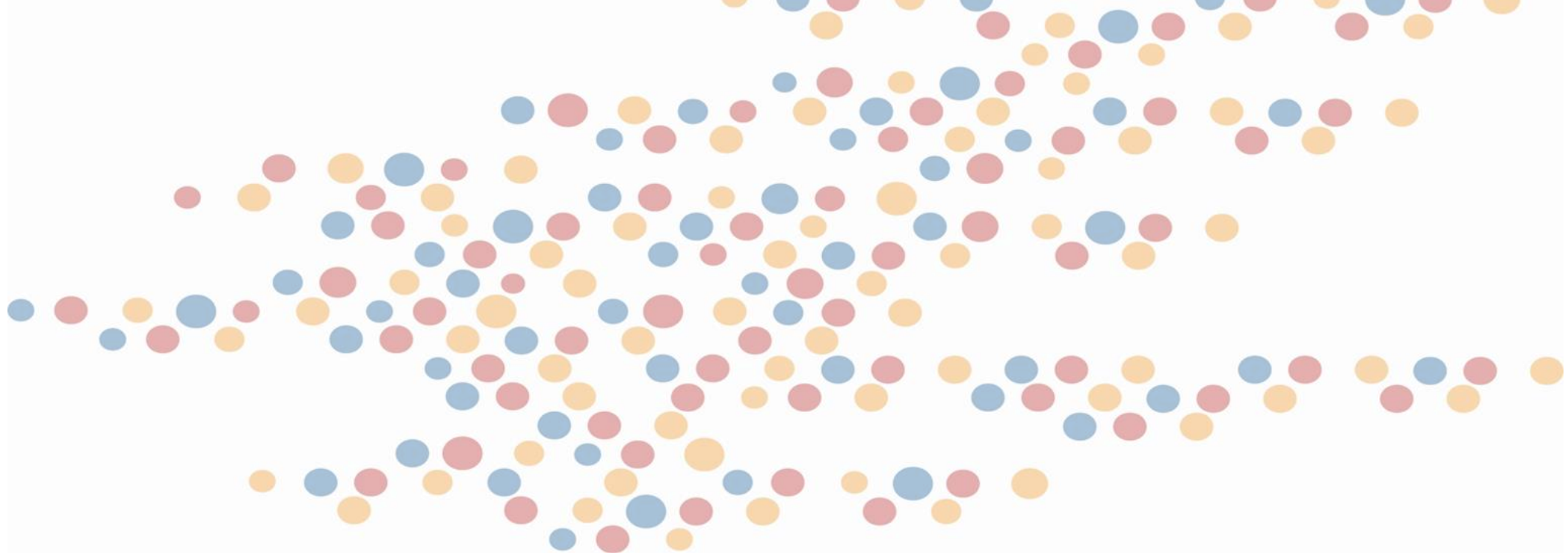
I. Supporting the journey to net zero and cleaner air

- Supporting the city becoming net zero by 2030 by reducing car travel, changing travel choices and adapting to new technologies.
- Also reducing emissions to improve air quality across the city in domestic and commercial settings including heating choices.



Consistent Themes Across Groups

- Not surprisingly, groups came to the topic from their own individual perspectives and experiences
- That said, there were a few clear themes emerging across all groups:
 - A strong feeling that positive improvements should be prioritised, before implementing restrictions
 - Communication about changes was seen as vital – respondents want to know why changes are being made and what the end goal is, in order to allow them to better understand and buy-in to changes – especially those which involve restrictions
- In terms of priority actions, two core areas came through in most sessions:
 - Improving the quality of pavements to better enable walking and wheeling in local areas
 - This includes smooth pavements, no potholes, free from obstacles and clutter (including general and trade waste)
 - Improving public transport provision in and around the city
 - For those living outside the city centre this means improving the number and frequency of bus services
 - For others this means improving reliability of public transport – including faster journey times and improved accuracy of information provision
 - For parents and older people improving provision of space for wheelchairs and prams on buses, and information about availability of these is important



Specific Themes – Individual Groups



Experiencing Poverty

- Two groups were held with those experiencing poverty, and respondents came from across the city
- Most, but not all had cars, however in general these groups were heavy users of public transport
 - Those with a car will only use them when they have to when going into the city centre
 - Some suggesting this is due to congestion when driving meaning public transport and walking are quicker options
 - Cars more likely to be used on trips outside the city
- Views on ease of travel in and around Edinburgh were largely positive, with both groups agreeing that there were plenty of transport options
- Several factors were thought to impact on ease of travel around the city:
 - Mode of transport
 - congestion makes driving difficult, although it is convenient
 - public transport is considered unreliable – some mentioning having to get off the bus/tram and walk to avoid being late
 - Pot holes/roadworks – considered a cause of congestion
 - Time of day – peak times can be very busy
 - Time of year – during the Fringe using public transport is difficult due to the volume of people using / lack of additional buses; and congestion at stops
- It was also spontaneously noted that bus information is unreliable – with buses shown on the tracker / app sometimes simply not turning up at all.
- The younger group spontaneously talked about environmental concerns relating to travel and transport, specifically in relation to the LEZ which they are unhappy about
- Concerns were raised about the impact of the LEZ on them:
 - Making it harder to use their car for short journeys into the city centre
 - They can't afford new cars with low emissions to avoid the LEZ charges
 - While they are happy to use buses for short trips they are conscious of bus prices increasing as well
 - All of this against the backdrop of cost of living rises in rent and food mean the LEZ is a real concern for this group.



Topics Chosen

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering liveable neighbourhoods

Delivering vibrant shopping streets

- The following 3 topics were selected for discussion by both groups experiencing poverty:
 - Delivering improvements to our public transport network
 - Improving our public transport and active travel corridors
 - Delivering liveable neighbourhoods
- The younger group also selected: Improving local travel for walking and wheeling
 - The older group felt their own local areas were already fine in this regard
- The older group also selected: Delivering vibrant shopping streets
 - The younger group did not feel this was as important to them, as they are happy with shopping centres e.g. St James Quarter

“Sometimes you have to wait on another bus because you can't actually physically get on the bus. It's like everybody's getting on at the same time when they finish work so it's a good 15-16 minute wait sometimes because the buses are normally delayed as well” (Experiencing Poverty, Older)

“You can pretty much get a bus anywhere if you are not tied to a time” (Experiencing Poverty, Younger)

“All these low emissions, they're just trying to take more money off the people. We already struggle and have families and that is hard enough with expensive rent, transportation, food. Inflation has taken everything on top of wage rises so it doesn't make a difference.” (Experiencing Poverty, Younger)



Experiencing Poverty

Improving local travel for walking and wheeling

- This topic was selected by the younger group, and spontaneously they felt there were two key issues in their local areas:
 - Steep hills that go around bends which they felt should be fenced off
 - Pavements in poor condition meaning it's difficult to walk and wheel easily
- On prompting the highest priorities were identified as:
 - **improving footways** – respondents felt smooth, uncluttered pavements should not be options, they should be 'givens' and there should be ongoing maintenance
 - They felt the current state of pavements were poor and making it especially difficult for those with prams
 - **remove clutter on pavements and paths** – again respondents felt this should be a given. And in addition to removing unnecessary poles and signs, they would like to see bushes over-growing from fronts of houses onto the footpaths included.
- From the perspective of this group, lowest priorities were:
 - Introducing benches and rest places – these were considered unnecessary
 - Enforcing pavement parking ban – driven by concern about lack of availability of parking, and concern over punitive charges.
- In relation to changes to junctions and crossings, the younger group felt that the highest priorities should be:
 - **reducing crossing distances** and provide more pedestrian priority – respondents felt this was important for older people and children especially who can take longer to cross main roads.
 - provide **pedestrian crossings with longer or more frequent 'green man' times** – the reasoning for this was actually to make it easier for drivers – their hope being that this would reduce the need to wait at pedestrian crossings when no-one is trying to cross the street
- Respondents were less in favour of:
 - **Replacing two stage crossings** – they felt it was important to have a 'refuge' in the middle for older people and children crossing
 - Widening footways – most felt these were already wide enough in busy locations like the city centre and shopping streets
- In general, this group felt that decisions on changes to junctions and crossings should be made at an individual area level, taking into consideration the needs of people who live there.

*“A wee crossing point in the middle would be beneficial for an elderly person, and especially if you have kids as well”
(Experiencing Poverty, Younger)*



Experiencing Poverty

Delivering improvements to our public transport network & improving travel corridors

- Both groups agreed it is generally easy to get around Edinburgh using public transport, citing:
 - The pricing structure is good - free for over 60s and under 22s and relatively cheap for everyone else with the price cap system. The ability to pay by card rather than cash was also positively viewed
 - Trams, buses and trains are frequent, meaning less need to use cars which keeps emissions and parking expenses down
- However, younger participants felt using public transport 'could be easier'
 - largely due to the unreliability of the bus tracking system which affects their lives on a daily basis making them late for work/appointments etc
 - Diversions due to roadworks also causing issues here
 - Also due to congestion – blamed on roadworks and cycling infrastructure
- Specific issues highlighted by older respondents were:
 - Anti-social behaviour on buses
 - Criticism of the road infrastructure struggling to accommodate bikes and buses – either due to roads not being wide enough and/or introduction of bollards for the cycle lanes
- Improvements to bus stops were considered necessary and welcome
 - Information provision, including availability of wheelchair spaces
 - Given this was a spontaneous issue, the idea of real time accurate information was considered a priority in both groups
 - Older respondents were keen to see tracking information at every bus stop, as they are not all using apps
 - In addition to providing information about wheelchair spaces, older people wanted to see more spaces available across all buses
 - Improving layout of bus stops
 - It was noted that bus stops can be so busy with people that pavements become blocked making it difficult / dangerous for pedestrians to pass
 - Seating and lighting at bus stops
 - This was welcomed – particularly by the older group who would feel safer with better lighting at bus stops
 - Most felt seating would be good – but commented that the 'high bars' were no good for children or older people and that fold down seats would be needed



Experiencing Poverty

Delivering improvements to our public transport network & improving travel corridors

- There were mixed views on the idea of reducing parking on main roads
 - Some mentioned that restrictions are already in place on many main roads
 - Others felt measures in place didn't make much difference
 - And many wanted to see more parking being made available
- Younger participants felt that there could be better planning for parking in the city in general – including clearer signage and reduced fees
- The issue of their inability to afford new cars that meet emissions standards was mentioned again as this feels, especially to the younger group, as unfair as it will restrict their ability to drive in the city
- Older participants felt it is 'a massive priority' to reduce or even get rid of parking altogether on shopping streets because:
 - the meters are so expensive
 - if you do find street parking, it's incredibly hard to get a space in the first place
 - it's easier on the bus.
- They also wanted to see less congestion on Princes Street – as they find it difficult to walk and wheel there
 - Ideally they'd like buses and cars to be removed from Princes St altogether
- That said, alternative parking options were considered important to provide if restrictions are imposed
 - Leith walk was cited as an example where parking restrictions have been imposed without alternatives nearby.
- *"You just need to look at Princes Street....even if you come off the train at Waverley, trying to walk along that road is ridiculous because of the bus stops. I wouldn't really say the pavements are narrow but because the bus stops are there, even trying to walk past is a nightmare. (Experiencing Poverty, Younger)*
- *"You know you have not missed it [the bus] because you have been there 15 minutes already" (Experiencing Poverty, Younger)*
- *"Where I live, there's a service for me that's closer to me, but if I walk up another three minutes, I could get a 30 (which is quicker). You get more options. I do it especially to avoid being late" (Experiencing Poverty, Younger)*
- *"If you pay for an hour on the meter, by the time you get to where you need to be and get back, you have a ticket and that is unfair" (Experiencing Poverty, Younger)*
- *"A lot of people can't afford brand new cars or electric cars and I think people should have the freedom to buy the car they feel that is what they need and what they can do with. And it shouldn't restrict where they can go or where they can't go. So people should have the right to travel with whatever mode of transport they can afford." (Experiencing Poverty, Younger)*
- *"You have to force people's hands sometimes because we're so used to it. Princes Street is beautiful. We do all have a responsibility for emissions so keeping cars out of there when you've got such good public transport options (is good). People are lazy when they get used to their own ways, but they will just have to lump it because the state of the roads and the pavements are just shocking and atrocious and that's because of the volume of traffic." (Experiencing Poverty, Older)*



Experiencing Poverty

Delivering liveable neighbourhoods

- It was felt to be ‘pretty easy’ for participants to move around their neighbourhoods, although some specified that it can be difficult at peak times when there is a concern about speeding cars when children are playing outside
- Respondents are also concerned about ‘rat runs’ where cars try to find alternative routes through local neighbourhoods to avoid the city centre
 - Due to a concern that drivers are not sticking to speed limits and worries about the safety of children out playing
 - Participants feel this will only get worse with the introduction of the LEZ and they want the council to take into account the likely impact of the LEZ on pushing traffic into local neighbourhoods
- Generally, respondents feel walking on pavements in their local areas is usually safe
- However, some wider safety concerns were raised:
 - Cyclists travelling side-by-side causing problems for drivers
 - Speeding delivery vans and the risks to children playing out in quiet streets
 - Electric scooters - they have seen accidents and near misses and feel these are generally dangerous
 - Speed limiters which reduce the width of roads, have limited the amount of parking available in some streets and pushed cars around the corner – some mentioned these cars are then being ‘tanned or knifed’
- On prompting, respondents recognised a range of issues relating to traffic in their local areas:
 - Narrow/obstructed pavements - bushes over-growing from fronts of houses onto the footpaths
 - Bollards on cycling lanes – these were felt to be dangerous due to inconsistent placement, leading to accidents
 - Traffic around schools was definitely a problem as was lack of enforcement of existing measures
 - Cars driving on school streets - one participant had seen the police there for a day or two to enforce the restriction but once they had gone, drivers returned
 - Parking on the zig zags, making it unsafe for children and adults walking
 - Planters at the end of the streets were felt not to work as cars just go over the pavement to avoid them. This was felt to make it more, rather than less dangerous, for children and pedestrians
 - Traffic in residential streets – exacerbated by kerbside parking which effectively makes streets one-way and delivery vans driving at high speeds
- However, both groups were unsure about the introduction of restrictions as they felt restrictions were already in place, including speed limits and road closures – and these don’t seem to be working
 - They were also concerned about the idea of further road closures making it difficult to get to their homes
 - And concerned that more road closures would result in irate drivers becoming increasingly erratic, creating more danger.

“electric scooters do endanger people walking on the streets” (Experiencing Poverty, Younger)



Experiencing Poverty

Delivering vibrant shopping streets

- This topic was chosen by the older group who were keen to discuss it because they felt that Edinburgh's shopping streets are much less vibrant now than they used to be
 - They felt Edinburgh is 'quite old fashioned' compared to other European cities and want to make Princes Street more cosmopolitan with restaurants and tables out on the street
 - On prompting, they could see no real negatives with implementing any of the proposed actions
 - Particularly reducing parking to allow widening of narrow pavements – especially if this allows more of a pavement café culture
 - The ideas of introducing benches and seating; and trees / planting were also welcomed
 - None of the group were cyclists, so cycle parking was not personally relevant to them
 - Although they did mention that it was a shame (and embarrassing) that the cycle hire scheme had been dropped in Edinburgh
 - The only real issue cited was the disruption involved in widening pavements – with Roseburn area mentioned as an example where it took a long time to widen the pavement for a cycle lane
 - The group did feel it is a priority to reduce parking on shopping streets to modernise things especially in the city centre – around Princes Street and surrounding streets
 - They also wanted to see wider pavements on Princes Street and George Street to make it easier to walk and wheel; with no cars or buses, wider pavements and an avenue of trees up the middle of the road.
 - However, there were some concerns about restricting parking on George Street all year round, as during winter months wider pavements are unlikely to be used for cafes / outdoor seating.
- *“Going up to Princes Street when I was younger was a day out. But now a lot of cheaper shops and pop-up shops have opened up and the vibrancy is not as high as it used to be” (Experiencing Poverty, Older)*
 - *“Princes Street is a shadow of itself. Half the shops are empty and have let signs” (Experiencing Poverty, Older)*
 - *“The old shopping malls like Ocean Terminal is a shell of what it used to be” (Experiencing Poverty, Older)*



Rural Communities

- Respondents for this group were recruited from areas including: Ratho, Ratho Station, Kirkliston, Dalmeny and Newbridge
- All were heavy car users
 - For convenience
 - Due to lack of perceived alternatives
 - Through habit
- Spontaneously their issues focused on travel to and from the city centre from home, rather than travel within the city itself
 - Travelling into the city from their home areas (usually by car) raised issues with roadworks; congestion – partly due to number of lanes reduced to prioritise buses or cyclists; and high parking costs
 - Once in the city they felt there were good transport options – walking, bus, tram
- It was also mentioned that getting between the more rural communities on the outskirts of the city was an issue without a car
- The key topics chosen by this group reflected their issues – namely both public transport related topics and the cycle network.
- Net zero and clean air was a mandated topic in this group to ensure coverage across the research.

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

“With any changes they need to remember we are a part of this – being outside the city centre we’re forgotten.” (Rural Communities)



Rural Communities

Delivering improvements to our public transport network & improving travel corridors

- Spontaneously, public transport was identified as a key issue by respondents in rural communities
 - They feel the bus provision into the city centre is inadequate – in terms of frequency, time taken (due to needing to stop everywhere), lack of stops / distance between stops; and lack of late night options
 - Price was also mentioned – with £4 per single journey feeling high
 - Connections were considered a problem – one of the few bus options only goes as far as the Gyle, not into the city centre, requiring a change / longer journey
 - And within their local areas the bus service is quite limited
- They would like to see improvements to the range of bus routes and frequency of service prioritised above any other changes...
 - ...and it is these improvements that would encourage more use of public transport rather than any of the prompted options
- In general people in rural communities were supportive of the proposals around improvements to bus stops
- Having up to date information on bus trackers (at stops and app) would be welcomed, as would the information about wheelchair spaces
 - However, respondents were slightly cynical about how accurate this information would be, having experienced the system not working properly in the city centre
- Upgrading bus stops, and in particular, including lighting was considered a good idea to improve both shelter in bad weather and safety at night
 - Often in the more rural areas it was mentioned that pavements are narrow, therefore they felt there would be a need for longer rather than wider bus shelters to ensure pedestrians could still pass
- Overall however these improvements were viewed more as 'nice to have' rather than essential
 - And respondents were unsure they would walk further to access a bus stop with better facilities
 - The only motivation to walk further that gained any real support was access to express services – but they were keen to note that these would need to be additional services as the buses which stop at all places are still essential for rural communities.



Rural Communities

Delivering improvements to our public transport network & improving travel corridors

- Views were mixed regarding giving greater priority to buses
- While most were in favour of giving bus priority at signals, they were less convinced by the introduction of more bus lanes or extension of bus lane operational hours
 - Respondents felt that bus lanes cause more congestion in key travel corridors in and out of the city – roads they are using frequently – and that this in turn causes road safety issues
 - It was mentioned that a new bus lane out to Newbridge was scrapped due to the volume of traffic
 - The group were also unclear how possible it would be to add more bus lanes alongside greater priority for cyclists – believing the roads are just not wide enough for both
- Those from rural communities felt that drivers were being unduly penalised, when they feel they need to use their cars due to a lack of viable transport alternatives
- Reducing kerbside parking was also largely rejected by this audience
 - Partly due to the length of time it would take to complete pavement widening works, and the knock-on impact on driving in and out of the city
 - And due to a feeling that there is not enough provision for parking in Edinburgh currently, and removing options will make the situation worse.
- *“They need to make a commitment to a regular bus service that's going to come, not just once an hour.” (Rural Communities)*
- *“I like the idea of the real-time information, but my concern with that would then be because that's an extra feature, is that they're going to bump the prices up” (Rural Communities)*
- *“Improving the bus stops? I think of that as a nice to have, as opposed to a necessity for me personally” (Rural Communities)*
- *“I would say buses should have more priority because there's more people that are actually traveling on those buses. People actually pay money to go on those buses and people are trying to get a certain place at a time with buses.” (Rural Communities)*
- *“I think the bus priority at traffic signals would work but extending the bus lanes from 7 a.m. to 7 p.m. would just cause more congestion.” (Rural Communities)*
- *“why is it always the motorist who has to pay for it?” (Rural Communities)*



Rural Communities

Delivering a joined up cycle network

- It became clear that this group chose the cycle topic to express their dissatisfaction with existing cycling provision from the perspective of being a driver
- They feel in the main routes in to the city that there is already too much priority given to cyclists, with segregated cycle lanes meaning reduced lanes for cars, which they feel is causing congestion
- Respondents felt that a disproportionate amount of money has been spent on cycling in Edinburgh compared to the number of cyclists
 - They complained about rarely seeing cyclists using cycle lanes, and seeing cyclists on the roads even where cycle lanes exist – all of which added to their frustration
- In discussing the key aspects on the stimulus relating to delivering a joined-up cycle network respondents felt this was not particularly relevant to them – they couldn't imagine themselves cycling into the city from their homes as it feels too far
- *“we’re making all these allowances and spending millions and millions of pounds for cycle lanes, I think that the cyclists have to be accountable now.” (Rural Communities)*



Rural Communities

Delivering a people-friendly city centre

- This group were concerned about restrictions to driving in the city centre
- Their feeling was that while the idea of pedestrianizing central streets to give Edinburgh more of a European pavement café culture feel was attractive in general, this was more for the benefit of tourists than residents
 - They questioned whether introduction of restrictions was really supported by those living in the city centre
 - They felt that too many signs would be needed to advise of timings of restrictions, leading to further pavement clutter
 - And questioned how this would work from a practical perspective for businesses getting deliveries, feeling that it would be too difficult to get all deliveries done before 7am or after 7pm in the city centre
- Respondents struggled to identify any real benefits – even while acknowledging it might be nice to have pavement cafes, they were sceptical about weather restricting usage
- The group were ultimately concerned that imposing restrictions on city streets would result in local people choosing not to come in to the city centre
 - Discouraging shopping and having a negative impact on the local economy
- *“To me, pedestrianising just means another street you can’t get down.” (Rural Communities)*
- *“I think it's an unrealistic expectation to put on companies for deliveries to a time slot.” (Rural Communities)*
- *“It would be really frustrating for people living there as well – if all your deliveries are getting done at 6am...especially on Saturdays” (Rural Communities)*
- *“it’s an obstacle, not a benefit for people trying to get in to Edinburgh” (Rural Communities)*



Rural Communities

Supporting the journey to net zero and cleaner air

- Respondents from the rural communities were broadly in favour of the idea of working towards net zero
 - However, they felt the timeframe was unachievable
 - They acknowledged that in order to get to net zero, sacrifices would need to be made – but they wanted to see significant progress by businesses and government before being asked to make personal sacrifices
 - They questioned the impact of infrastructure works – on roads and building around Edinburgh in general – on emissions
- Respondents were in favour of awareness campaigns to help them understand:
 - What is net zero; Why we need to do it; What actions are required to achieve it; How achieving net zero will benefit them
- They felt a zero carbon bus fleet was key – both in terms of reducing emissions, and demonstrating that the council was leading by example
 - And praised the young person's bus pass as a positive scheme that really encourages use of public transport
 - Further suggestion was made that free bus travel could be offered on weekends for local residents to encourage public transport use
- Better infrastructure for EVs, and information about where charging points can be found was considered important
 - However the cost of buying an EV was raised as a real barrier to adoption
- Variable parking charges by type of vehicle was not well received
 - This felt unduly punitive to larger families who need to travel by car, and those who cannot afford a low emission vehicle
- The group were not aware that air quality was an issue
 - One respondent had a log burner and felt that any restrictions placed on use of this at home would be an infringement of personal freedom.
- *“I think it's a brilliant idea...saving the planet. But I need my van. I'd love to get a bus to work every day but I can't.” (Rural Communities)*
- *“I think it's very unrealistic [net zero target] and it's not possible without making people annoyed.” (Rural Communities)*
- *“I think it's a good idea [net zero target] but I don't think that it's a realistic time frame now” (Rural Communities)*
- *“I think the one with the parking charges is quite hard. I get that the older the car the higher the emissions but that might be all a family can afford” (Rural Communities)*
- *“We have a log burner....we're adults, we make our own decisions about what happens in our home. They can't force us not to use it. What about freedom of choice?” (Rural Communities)*



Women

- Two groups were held with women – one with younger age group and one slightly older
- Feedback from these groups often came from the perspective of caring for others – either children or older relatives
- They represented a good mix of areas across the city
- General views on travel in and around the city were mixed – some very positive, others quite negative
- In general the number of travel options open to Edinburgh residents was thought to be good – and respondents use a mix of car, bus, tram and walking
 - Several respondents in the older group were quite committed to car use and felt there was little consideration given to drivers
- Spontaneous issues were raised relating to:
 - Parking availability and costs
 - Congestion on roads
 - Roadworks
 - Quality of roads
- Both groups brought up safety of travelling around Edinburgh at night – particularly in relation to routes outwith the city centre
 - Poor street lighting, lack of black cabs, not enough nightbuses and concern over safety of night buses were all raised – and result in women feeling vulnerable
- A range of topics were covered across these sessions looking at travel in local areas and the city centre, with public transport also important.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Delivering a joined-up cycle network



Women

Improving local travel for walking and wheeling

- This topic was discussed in the younger group only – all of whom had some form of caring responsibility
- They were particularly concerned about the condition of pavements in their local areas – citing loose paving stones, uneven and narrow pavements as an issue
 - While this was a frustration for the respondents themselves, they were more concerned about the impact on young and elderly people they care for when trying to walk or wheel in local areas
- On prompting, improving the condition of paths and footways was the key priority
- Adding benches and rest areas was also mentioned as important by this group as they often find themselves out with people who will need to stop / sit down
- The lowest priority was enforcing the pavement parking ban
 - While acknowledging that pavement parking can cause issues, many felt that this was usually done for genuine, almost unavoidable reasons like delivering a large/heavy parcel, moving furniture etc.
- When prompted on potential changes to crossings and junctions, replacing two-stage crossings was the priority – if this meant they could cross the street quicker
- However, this came with the caveat there has to be long enough for people to cross large roads
- There was some concern that older people / children would not be fast enough to cross the full way on these roads.

“I think taking away the two-stage crossings scares me so much...when I think of that distance, trying to get my gran across, or children...that scares me.” (Women, younger)



Women

Delivering improvements to our public transport network & improving travel corridors

- The women's groups had quite a lot of issues with public transport
 - They felt there are not enough spaces for prams/wheelchairs on buses and no reliable, real-time information on this currently, so you can end up waiting even longer for a bus if you have a pram and the next bus doesn't have space for you
 - Some felt there was a real issue with congestion from buses and pedestrians on Princes Street
 - Bus stops on Princes St were also mentioned – too many close together making it difficult to identify which is the correct one; and too much distance between stops on each route
- These groups were interested in seeing improved waiting facilities, to improve safety (of women) and also safety/comfort of vulnerable people. Lighting was of particular importance
- Improving the tracker and real-time information was also recognised as important in improving safety, by the younger group, as this would reduce the need to hang about at bus stops
- A key priority for the younger group was providing an increased range of bus services outwith the main city centre
 - This was felt to, again, be a key measure that could improve safety, as if more stops further out from the city were acting like interchange services, there would be more people using them and therefore increased safety in numbers.
- Most would be willing to walk a bit further to access an increased range of services, including express buses, and some to reach stops with better waiting facilities
- Bus priority measures were slightly more controversial, with those who use buses (and don't have cars) in favour of all measures that will allow buses to run faster
- On the other hand, those who are more frequent car users were vociferously against the idea of increasing any bus priority measures
- In general the groups agreed that a small extension in bus lane timings would be fine – but not to the full extent proposed (i.e. 7am-7pm every day)



Supporting verbatims

- *“It’s actually much easier for me to get the buggy on the tram. It can be very difficult to get the bus with the buggy – and you don’t always know if there’s space on the bus either.” (Women, younger)*
- *“Princes Street is like a bus station, with everything going through there. But if this was moved out to different points, earlier in the routes, then it’s shifting some of that busyness out of the centre to other points. I think this is the goal – it makes Princes Street less busy, but also if there’s more buses going to these stops, there will be more people there, so it’s more likely you’re going to get a late night bus at that stop, and less likely you’ll be travelling in dark late at night, on your own, as a woman, at a stop with no one there.” (Women, younger)*
- *“I am not a happy commuter in Edinburgh, so going to work I have to go through the centre of town, I work out at Sighthill and it takes me an hour to go from my house at Meadowbank to Sighthill. And that’s basically a walk, a bus and a tram. I appreciate Edinburgh has an excellent transport network, but it astounds me how long it takes to travel anywhere in Edinburgh.” (Women, Older)*
- *“The Apple Store seems to be the hub for hundreds of buses which just creates so much congestion in terms of people on the pavement” (Women, Older)*



Women

Delivering a people-friendly city centre

- Most within the women's groups would like to see a more people-friendly city centre
 - They raised some issues regarding the current situation, namely:
 - Festival busyness can particularly impact those in wheelchairs – participants supporting people in wheelchairs say it's very challenging to wheel them through the city centre during festival times.
 - Road route changes being made too often to the point where it confuses drivers and pedestrians and in turn can make things more dangerous and less people friendly
 - Most felt that reducing traffic in the city centre would be a good thing – as long as there was adequate provision for blue badge holders
 - This, they felt, would result in less congestion and improved journey times on public transport
 - Many were in favour of pedestrianizing more areas like Hanover, Frederick and Princes Streets
 - And improving footpaths, widening pavements and reducing obstacles on paths were all seen as important elements in delivering this to ensure a better experience for those walking and wheeling
 - And in these central areas removing kerbside parking was considered a generally good idea – again making journeys easier on buses
 - However, some were concerned that different rules / restrictions on different streets would become very confusing for drivers.
- *“I think it depends on the time of year. It's not people friendly to those living here during the festival or things like that.” (Women, Younger)*
 - *“Speaking from experience supporting wheelchair users, I don't enjoy supporting someone to go down the street in the height of summer because people are ignorant and don't pay attention.” (Women, Younger)*
 - *“I personally would like to see the only cars in the inner-middle city centre are disabled drivers who, if they don't have access with a car, might not be able to get in at all.” (Women, Older)*
 - *“they would then be able to widen the pavements, put in seating and benches so that there's a bit nicer spaces to spend time in, I guess.” (Women, Older)*



Women

Delivering a joined-up cycle network

- Cycling came up in the older group when discussing several of the other topics, however this was usually in a negative way
 - This group felt strongly that while it is important to make roads and paths as safe as possible for cyclists, this is not an overall priority for most road users
 - They consider cyclists to be in the minority (in numbers) and the amount of money being spent on cycling infrastructure to be disproportionate
 - Issues were raised about cycle lanes adjacent to pavements (e.g. on Leith Walk) which are thought to be a hazard to pedestrians
 - And drivers felt that introducing more cycle lanes on main roads (e.g. Corstorphine Rd, Queensferry Rd) was unfair to drivers as it is removing road space
 - None of the group were cyclists, and although at an overall level they understood that promoting cycling as a mode of transport is good for health and lowering emissions, this was just not personally relevant to them.
- *“I think I think every cyclist, should have insurance and pay some sort of road tax.” (Women, Older)*
 - *I don't think that the money that we've been spending to make the cycling infrastructure or the cycling network better or safer would be justifiable to be perfectly honest. I think the money could be spent better on things that are generally going to benefit the majority of road users.” (Women, Older)*



Parents of Young Children (under 12yrs)

- This group comprised parents with a range of ages of children, from 2 months to 10 years old
- Respondents came from a spread of local areas across the city
- They were using a range of methods of travel in and around Edinburgh – car, bus, train, walking
 - Often using multiple modes in one journey e.g. car, then bus and walking
- Spontaneously Edinburgh’s transport network was praised with good links across the city and reasonable fares
 - Although some issues were identified relating to availability of space for prams on buses
- However, this audience was also quite reliant on cars for travel with kids – for shopping, school runs, taking kids to activities etc
- They immediately mentioned issues with parking – difficult and costly – and general driving in the city centre, which most try to avoid
- Their key priorities for discussion related to local areas and public transport in and around the city.

Improving local travel for walking and wheeling

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Delivering a people-friendly city centre



Supporting verbatims

- *“I’ll usually walk or get the bus, but I do have the car with a little one. The amount of shopping you have to get is just insane. So I found it really difficult to not have the car to be able to do big shops. But driving anywhere around the centre at times is just impossible.” (Parents, Young Children)*
- *“I avoid the bus because of the pram situation...to get the baby out of the pram and if you’ve got shopping bags as well, then fold the pram down it’s pretty much impossible if you’re on your own.” (Parents, Young Children)*
- *“the bus is just so easy to use. There’s so many where I am, can just jump on or off quite regularly.” (Parents, Young Children)*
- *“I’ve lived in London and I’ve lived in other cities and I think Edinburgh has one of the best transport networks, and I think the fares in Edinburgh are cheaper than most cities I’ve lived in. But, regularity is a problem. From where I am [Gilmerton], I only have one bus in and out. it gets to a certain time of the day and it’s just one per hour. So you have to wait, you miss the bus, you have to wait for an hour to get the next one.” (Parents, Young Children)*
- *“I find that if there’s a busy bus stop and you’re walking past, that takes over a majority of the pavement. So, yeah, I’ll struggle to like, squeeze past with the pram” (Parents, Young Children)*



Parents of Young Children (under 12yrs)

Improving local travel for walking and wheeling

- Views on travel in and around local areas were mixed, largely dependent on the specific area, for example:
 - One respondent living in the South Side felt walking was very difficult due to narrow pavements and the volume of people
 - Whereas another, living in a new development in Gilmerton, felt the area had been very well planned with wide pavements, dropped kerbs making it easy for prams and easy access to nature walks
 - In general the main issues raised were:
 - The condition of pavements – broken paving stones and potholes
 - Lack of space on pavements for pedestrians to pass safely, especially with a pram / young children
 - Pavement clutter, including trade waste (e.g. Lothian Rd)
 - Busy bus stops
 - Building works with insufficient/unsafe pedestrian diversions (e.g. Morrison St)
 - Dropped kerbs and better visibility at crossing points
 - Parents felt the underlying priority for any improvements should be safety for pedestrians.
- The parents' group was in favour of improving the condition of pavements as a priority – making it smoother with fewer trip hazards
 - Dropped kerbs were also viewed as very important for those with babies and young children in prams
 - Pavement parking was noted as being an issue meaning sometimes prams are having to be pushed onto the road as there isn't enough space to pass, therefore enforcement of the ban was welcomed
 - While the lowest priority for this group was benches and resting places, these were still viewed as quite important – particularly for breastfeeding mums, and those with toddlers.

“I think anything that have to do with safety of the pedestrian and people walking using the routes should be prioritised.” (Parents, Young Children)



Parents of Young Children (under 12yrs)

Achieving city-wide road safety targets

- Parents in the group were very supportive of the idea of the zero fatalities road safety targets
 - They felt that a number of elements would contribute to achieving greater safety on the roads:
 - Education – raising awareness about road safety in general
 - Clear signage – road markings, speed limits etc
 - Good road conditions
 - More designated crossings and redesigning junctions to give pedestrians easier routes to cross
 - More regulation / education around cycling – mandating helmet wearing etc
 - Specific measures around schools were important
 - In the longer term, building schools within walking distance so fewer cars are needed for drop offs
 - Enforcing school streets
 - Better public transport to schools – taking account of weather / seasons when walking or cycling is not practical
 - The group were unsure about changing speed limits – they wanted to see evidence of the impact of 20mph limits on fatalities, and were unclear about how reducing rural speed limits would help achieve road safety targets
 - A short discussion was had here regarding cycling, but parents were immediately dismissive about the idea – they just don't feel it is safe to cycle in Edinburgh with young children.
- *“I do think there's conflict between pedestrians and cyclists. For example where they put the cycling and pedestrian lane, side by side it can actually be quite dangerous for pedestrians.” (Parents, Young Children)*
 - *I think there should be an education piece for cyclists. I mean, all road users, but definitely cyclists.” (Parents, Young Children)*
 - *“Where I'm from there used to be a sign on the road. I think it used to say ‘there's been so many people died on this road in the past year’ and it frightened the life out of people...it did make you think and slow down.” (Parents, Young Children)*
 - *“Doing something to kind of improve that travel to and around schools is important.” (Parents, Young Children)*



Parents of Young Children (under 12yrs)

Delivering improvements to our public transport network

- Feedback regarding public transport was mixed. Respondents are open to the idea of using public transport more, but want to see significant improvements in:
 - Routes – enabling better linkage to and from local areas
 - Journey times – with more express buses on offer
 - Better / more space for accommodating prams and buggies
 - They were broadly in favour of bus priority at traffic signals, introducing more bus lanes, but feel the current timings are enough, rather than extending times bus lanes are operational
 - In introducing more bus lanes the group were keen that placement should only be on busy traffic routes
 - Improvements in the tracking system was also a priority – including information about wheelchair / pram spaces
 - Some felt improvements to bus stops were needed in local areas where lights and security cameras would be useful in combatting anti-social behaviour.
- *“Public transport is alright, you can get into the centre. If you want to get from the south of Edinburgh to the north, or get around the suburbs, I can't do it from where I live. I can get into town and that's it.” (Parents, Young Children)*
 - *“You have to start actually providing alternatives rather than just restricting everything that's in place at the moment.” (Parents, Young Children)*
 - *If I lived on the tram line, it would be brilliant, it would be so good, but I don't stay anywhere near it.” (Parents, Young Children)*
 - *“I think the information on wheelchair spaces is important because often if you're in the city centre, you've got more than one option of a bus.” (Parents, Young Children)*



Young People

- Spontaneously, young people were generally very positive about travelling around Edinburgh
- They identified many aspects that help to make travel in and around the city easy, such as:
 - the very walkable city centre
 - regular buses (in some areas, e.g. key corridors into the city centre)
 - free bus travel
- This group felt that they were fit, healthy, capable and safe when moving around the city
 - Indeed, on prompting young people said they felt very safe moving around the city
- They struggled to find many negatives about travel in and around Edinburgh, other than busyness associated with festival times in terms of:
 - Crowded pavements
 - Road closures and parking restrictions
- That said, the group found it difficult to choose topics that were of particular relevance to them to discuss. The final topics agreed upon were...

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Achieving city-wide road safety targets



Young People

Improving local travel for walking and wheeling

- The younger group were positive about walking in general
- They felt in their local areas there was minimal traffic, and plenty of walking routes
- However, they did also spontaneously suggest that improvements could be made to the pavements – although this was mostly for others rather than for themselves
 - E.g. widening pavements, making surfaces more even
- On prompting, improving the condition of pavements / footways was the key priority
- Young people felt other changes would make limited difference if the condition of pavements was poor in the first place
- Adding more rest places was also seen as a priority for some – although again mostly for others rather than for themselves
- Implementing powers to enforce the parking ban was the lowest priority for young people
 - Partly as they felt other actions would make more of a difference in improving local travel on foot / wheels
 - Partly as they felt this would be overly restrictive on themselves as drivers when they already find it difficult to park in their local areas
- Regarding crossings, young people were in favour of replacing two-stage crossings as a priority citing two main benefits:
 - They would be able to cross the street more quickly themselves
 - Drivers would benefit as traffic would move through junctions quicker
- Correspondingly, young people were less in favour of any measures that would slow down the flow of traffic.

*“A lot of the pavements in my area are very uneven and slanted which, to me, is not a big deal, but to my mum it is.”
(Young People, 16-21yrs)*

“Providing pedestrian crossings with longer or more frequent green man times – I feel like this would inconvenience the buses and other transport.” (Young People, 16-21yrs)

“I replacing two-stage crossings would encourage people to walk more because they’re not having to constantly wait.” (Young People, 16-21yrs)



Young People

Delivering improvements to our public transport network & improving travel corridors

- Those in the young people group were all using public transport at least sometimes, but often choose to drive because they find it quicker, and/or they prefer not being restricted around timings
- For them, then the main issues of relevance around public transport are speed and convenience
- Key barriers to using public transport are:
 - Bus trackers not working – making choosing public transport an unreliable option
 - Fewer buses for those living outside of the main city centre – particularly late at night / on Sundays
- The biggest priorities to supporting this group to choose public transport more often are:
 - Extending the bus lanes as this would help to speed up the bus as a mode of transport, potentially resulting in this being a faster option than driving
 - Ensuring the tracker / real-time information is more reliable, supporting them to choose this method with confidence
- This group were much less concerned about shelters / waiting facilities etc.
 - If the tracker system is more reliable, they feel they could plan with confidence and would not need to wait
- They would be willing to walk further to access faster / express services, or to access a wider range of services
 - However, improved waiting facilities is not a motivation for this audience to walk further between stops
- Safety was not a factor mentioned at all by this group – even when probed. Their focus was on faster and more reliable services
- The only additional relevant feedback from young people regarding travel corridors was that if kerbside parking was to be reduced or removed, they would expect improvements in other areas, namely:
 - More affordable parking
 - Better public transport provision.

“For me, there aren’t enough buses for the East Lothian area. There’s not enough for me to use public transport as much.” (Young People, 16-21yrs)

“Sometimes the shelters aren’t great, but if I didn’t have to wait there are long it wouldn’t be as much of a problem.” (Young People, 16-21yrs)



Young People

Delivering a people-friendly city centre

- Young people felt the city centre was currently quite people-friendly - with the exception being at peak tourist times in August and at Christmas
- On prompting around potential measures to make the centre more people-friendly, the younger group were actually quite negative – feeling that proposed restrictions would create more congestion
 - There was also a frustration that restrictions to driving in the centre would potentially mean long, circuitous journeys resulting in spending more on petrol, which was a concern as many were earning part-time or apprentice wages
- After some discussion, they began to realise these things might mean they would have to choose public transport
- This meant a return to discussing improvements required in public transport – namely faster services and better tracking information – which young people felt would need to be implemented first, before imposing any further city centre restrictions
- The restrictions around cars would be more palatable to young people if public transport was better, because then – for example – buses would be able to go where they couldn't drive, making this a more attractive option.

“I’m an apprentice and I don’t earn much money. I don’t want to have to spend more money on petrol because I have to go the whole way around now to get somewhere I need to be.” (Young People, 16-21yrs)



Young People

Achieving city-wide road safety targets

- Whilst the younger group picked road safety as one of their overall priorities for discussing, the conversation revealed it wasn't such a big priority for them, as they generally feel quite safe and able when travelling around the city
- Respondents did suggest that, as a pedestrian, road safety could be improved as the volume of vehicles in the city centre can make it less safe to be walking / crossing the road
- But in general this was a tricky issue for this group, giving rise to a lot of inconsistencies – the only measures they can think of to make it safer for them as a pedestrian (speed limits / vehicle restrictions) are also things they really don't want to see as a driver
- The younger group did express willingness to see more speed limits implemented – but as a priority, they would rather focus on improving public transport and making taking buses more attractive to cut down on car use.
 - And with improved public transport making this more of an appealing option for young people, they would be more willing to see the restrictions outlined in 'delivering a people-friendly city centre' such as restrictions on vehicle access / one way traffic, which they felt would make roads safer due to smaller volume of cars
- In short, their overall priority within this theme was to focus on implementing changes in the other aspects of the City Mobility Plan, which they feel will improve road safety.



Older People (65yrs+)

- Respondents within the older group use a mix of methods of transport in the city
- They are frequent users of public transport – bus and tram – using cars, and walking – where mobility allows
- Several respondents within this group had mobility issues, and their feedback chimed with that given by respondents in the disability groups
- Spontaneously, they praised the ‘excellent’ bus service in Edinburgh, but criticised the diversions and delays to buses caused by roadworks
- They also spontaneously mentioned cyclists being given too much priority in city travel planning
- And raised concerns about the state of the pavements and roads
- Key topics of interest for them were more focused on their own local areas, as well as public transport.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Delivering liveable neighbourhoods



Older People (65yrs+)

Improving local travel for walking and wheeling

- Older respondents highlighted the poor state of pavements in their local areas as being a key concern
- They reported a number of issues such as:
 - Broken paving stones and holes in the pathways
 - Pavement parking and cyclists/ scooters on pavements
 - Overgrowing hedges / branches
 - Signage and barriers from works / repairs not being removed once work is complete
 - Vandalised benches
- All of these problems make it difficult to walk in their local areas – especially for those with mobility issues or who are slightly unsteady on their feet
- On prompting, all of the measures to improve local travel were welcomed and considered to be important
- However, the key priority for this group was improving footways to provide smooth pavements; followed by speeding up installation of dropped kerbs and tactile paving
- Of all the options, installation of benches was the least important for these respondents, although still something they would like to see more of in their local areas.
- In terms of crossings and junctions this older audience do **not** want to see two-stage crossings replaced
 - They acknowledge it takes them some time to get across the road – and feel particularly those with mobility issues need the stop in the middle
- Extending green man times was also thought to be potentially beneficial – again to allow those with mobility issues enough time to cross
- Widening pavements was not something this group felt was a priority – they think walkways are wide enough already, particularly in the city centre
- And they were unsure what the benefit would be of improving junctions – feeling this was not really needed.



Supporting verbatims

- *“The pavements could be upgraded....there are holes everywhere” (Older People)*
 - *“Cars parking on the pavement so you can't get a wheelchair or a pushchair passed and there doesn't seem to be any traffic wardens about when you need them.” (Older People)*
 - *“one of the dangers of potholes is that you might be walking along the footpath and then the wheels of the passing vehicle will dash water onto you and you'll be soaked...that happened to me and I had to return home to get changed” (Older People)*
 - *“To be honest walking on the pavement, a lot of the pavements leave a lot to be desired with the cracks and the pavements are sinking in quite a lot of bits as well. And if you're unsteady on your feet, that's a problem.” (Older People)*
 - *“You often see firms that have maybe been repairing potholes or something like that or if there's a road closure....they don't come back to remove their signs, so they're lying about then local kids are getting hold of them and throwing them everywhere.” (Older People)*
 - *“it's not just the cyclists on the pavement it's these scooters...and they've got electric ones now and they just whizz along on the pavement – there's no regulation” (Older People)*
- “I don't think they need to replace the two stage crossings, because for somebody like myself [with mobility issues] it takes a bit longer to cross. I'm going to get across one bit then happy to wait halfway and then cross again” (Older People)*



Older People (65yrs+)

Delivering improvements to our public transport network

- Spontaneous feedback regarding public transport was both positive and negative
- Older people felt that there was a good bus network with enough routes to allow them to get around the city
- They also generally felt that the bus service was good, as is that the tracker system (when working)
- However, three key issues were identified for this audience:
 - Roadworks, diversions, building works and general congestion meaning that buses are no longer running on time
 - Roseburn area was cited as a particular issue
 - Bus stop locations – the older audience felt that changes to bus stop locations on Princes St had been negative, leaving too much distance between stops, and too much walking for those who were not always able to do so
 - And pedestrian congestion on city centre streets around bus stops can make it difficult to pass on foot, and uncomfortable when waiting for a bus
 - Bus shelters – inconsistent provision of bus shelters, and the design of these mean they are not ‘weather proof’
- On prompting, improvements to bus shelters were therefore a priority for the older group
 - They want a focus on bus shelters providing adequate shelter from the weather, and lighting to make them feel safer at nights – seating is much less of a priority
 - Local areas were considered most important for these improvements as they felt bus shelter provision in the city centre was generally quite good already
- Improving the bus tracker system to include information about wheelchair spaces was also a priority for this audience
 - However, like those in the disability groups, they would also like greater clarity on who has priority for these spaces – prams or wheelchairs – and would like drivers to take a greater role in enforcing this
- Given the spontaneous discussion about location of bus stops, the older group were against any changes – not least because they feel unable to walk further, regardless of whether there is an improved offer at these stops
- Bus users in the group were in favour of any measures that would improve journey times, therefore increasing bus priority at signals, extending bus lane timings and introducing more bus lanes were all welcomed
- However, those using cars more often were against the extension of bus lane operating hours as they feel this is unnecessary across the whole city
- They felt it would be better to keep bus lanes purely for buses, rather than allowing cyclists, motorbikes and taxis to use these as well



Supporting verbatims

- *“I know that it [bus] is a very good service. What does hold them up is roadworks.... And new buildings as well getting built where they have to encroach on the road.” (Older People)*
- *“These bus lanes were so excellent when only buses could use them and not buses and bikes and taxis and all the rest. But because the roads are getting narrowed, the bus lanes are getting taken away, the buses aren’t any different to ordinary traffic, which means that they've not got an advantage.” (Older People)*
- *“I hate the thought of standing in a bus stop and the space is not lit up.... the light in the bus stop is quite important for safety reasons.” (Older People)*
- *“I can’t walk too far. I have arthritis in my hips, my knee and my back, my shoulder, so any distance of walking increases my pain.” (Older People)*
- *“I think the point of having a bus service is that it’s convenient, particularly in the outer areas, there should be lots of bus stops because that's what people need.” (Older People)*
- *“When that bus lane is totally empty around midday, 2pm in the afternoon why shouldn't you use it?” (Older People)*



Older People (65yrs+)

Delivering liveable neighbourhoods

- Key issues relating to delivering liveable neighbourhoods were:
 - Traffic at schools – respondents were very conscious of school drop off times meaning local streets are crowded with cars parking over driveways and on yellow lines
 - Traffic speed limits being unclear – specifically where speed limits change between 20mph and 30mph
 - Difficulties with crossing in some areas (e.g. Lanark Road) where there are fewer designated crossings and traffic is travelling at speed
 - Obstructed pavements due to overhanging bushes and roadwork signage – as mentioned in earlier topic
- There was general support for reducing speed limits to 20mph in residential areas
- However, road closures were less popular, as these were perceived to create issues by making essential journeys (e.g. to the supermarket) longer and more difficult.
- *“Lanark Road is a very wide road and the traffic goes so fast it's like they think they are Formula 1 drivers. And we could do with some traffic lights as well as there are limited crossing opportunities.” (Older People)*
- *There's one bit in Leith where my friend lives. And what they've done is they've closed off the road, and it's a main through road there. They put these planters across it. Now to get to the local supermarket, she has to do a detour through three sets of traffic lights to get to something that didn't have any traffic lights to get to before, which used to take her literally two minutes. Now it takes her 15 minutes, depending on the traffic. Now, why have they shut that road off?” (Older People)*



Disabled People

- Respondents in these groups included:
 - wheelchair users; mobility scooter users; walking frame users; those with health issues that make walking any distance difficult; those with mental health issues that create challenges; and two respondents in the mobility group were Blue Badge holders
- Across the groups respondents were using a mix of travel methods, with decisions typically made to accommodate their mobility issues
- All forms of transport (other than cycling) were used by at least some respondents across these groups
 - Bus, taxi, tram, car, walking
- In general terms, opinions varied depending on personal needs and circumstances
- Spontaneously, general criticisms about travel in Edinburgh aired in both groups related to:
 - Quality of pavements and road surfaces
 - Considered to present a real risk to pedestrians and those wheeling; and to cars
 - General issues with buses
 - Unreliability of the information system (on the app and at bus stops); and changes to routes (e.g. loss of 41)
 - General congestion on city centre streets
 - Caused by too many cars, road works, narrowing of roads due to cycle/bus lanes
 - Access to and cost of parking.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

- These topics were selected for discussion, as most relevant to the mobility / other disabilities groups
- However it was noted by the groups that all topics covered important issues
- Net zero and cleaner air was a mandated topic in these sessions, to ensure all topics were covered across the research.



Disabled People

Improving local travel for walking and wheeling

- The key priority in making streets more accessible for this audience is **improving footways** around the city by providing safe smooth pavements free from trip hazards
 - Poor quality of pavement surfaces and number of potholes was mentioned spontaneously in both groups
 - It was notable that most felt that this was more of a priority than speeding up of installation of dropped kerbs and tactile pavements....which were felt to be important to improve but not as relevant to all disabled people as getting potholes and pavements surfaces sorted
 - It was considered crucial that the quality of pavements is improved across the city – in local areas, not just the city centre.
- Pavement parking was also a key issue for this audience
 - Presenting a trip hazard and an obstacle that restricts use of wheelchairs and mobility scooters.
- Other elements are also important, albeit less of a priority for immediate improvement:
 - Installation of dropped kerbs and tactile paving
 - More benches were important for some, but not all – indeed there was some debate about these
 - For some this is important to allow them to take rests
 - But for others benches take pavement space which causes issues for those wheeling
 - On balance, respondents agreed that the crucial issue is placement of benches to avoid creating blockages
- Aspects not considered to be a significant issue to this audience were:
 - Removing poles and signs – respondents felt that placement of bins was more of an issue, as was the need to empty these on a regular basis to avoid rubbish becoming a hazard to walking and wheeling.



Supporting verbatims

“I'd like to say.... the potholes in the roads in general are absolutely ridiculous...the pavements are all cracked, they're broken, the surface is breaking down and all they do is spray them with tar and blow this rubbish surface which breaks up or goes smooth within six to eight weeks....And then the potholes come back again or move further down the road. That's all that happens rather than resurfacing it properly.” (Other Disability)

“There is no point having a dropped kerb if you trip over a pothole.” (Other Disability)

“Wheels get caught. Yeah that is a problem [potholes] especially because my son's wheelchair has small wheels at the front” (Other Disability)

“I often want to stay at home [due to quality of roads]” (Mobility Issues)

“I had a hip replacement....and I am expecting another one, and it scares me that I might trip [on a loose paving stone].” (Mobility Issues)

Oh, they [cars parked on the pavement] block the way and it's dangerous for people who have to go around the cars and go on the road themselves. It's a nightmare.” (Mobility Issues)

“I would say more benches, I can only walk so far, and then I have to sit down before I can go on. And there's not a lot of places to stop and sit when you're walking about places.” (Mobility Issues)

“...the benches....I feel sorry about people with buggies or push-chairs and people who are pushing wheelchairs around. I can't understand how they put them [benches] all over.....it's shocking.” (Other Disability)



Disabled People

Improving local travel for walking and wheeling

- In terms of improving local travel for walking and wheeling, the key priority for this audience is widening pavements
 - Narrow pavements in the busiest parts of the town were an issue for people with disabilities, including those with mobility issues who need walking aids, and some who had mental health issues, where the congestion on narrow pavements could cause anxiety
 - As well as being important for personal safety, the widening of pavements was felt to have the potential to bring a more cosmopolitan feel to the city centre- which would be welcomed
 - This issue is becoming more urgent for some respondents as more cafés are putting tables and chairs on the pavements outside their premises
 - The only concern in relation to widening pavements was that there would be an impact on free movement of vehicles on the roads which would impact those with mobility issues who were reliant on cars.
- Some felt that improving junctions to give more pedestrian priority was important
 - Particularly in relation to the relationship between pedestrians and cyclists at junctions
 - Specific examples were given around Leith Walk where the design of cycle lanes at junctions causes issues for pedestrians, and those in wheelchairs or mobility scooters
- No real consensus over changes to pedestrian crossings – some were in favour of retaining two-stage crossings, others preferred removing these
 - It was suggested that countdown clocks at crossings would be useful to help people see how long they have to cross
- Respondents felt that many of the suggested changes were designed to make it difficult to drive in and around the city, which was a particular concern to those with mobility issues
- While supportive of the need to reduce emissions and congestion, respondents strongly felt that:
 - Significant improvements would be required in public transport
 - Blue badge holders should be given priority for driving in the city.



Supporting verbatims

“The issue with less parking on the streets...it could touch on a few things where it's time to make Edinburgh centre more cosmopolitan, like some of the bigger capitals in Europe, where it's pedestrianised, it's open and safe to walk without any fear of traumas. That sounds good to me.” (Mobility Issues)

“There's a prime example on the top right hand picture there. So that shows you the pedestrian walkway coming up, being crossed by the cycle path and then back to the pedestrian crossing. Now if you've got a wheelchair going up there, you're then going across a cycle lane, back on the pavement and then back on the cycle lane again....it is dangerous.” (Other Disability)

“I'm afraid that you're just not going to be able to use your cars like you need. Because with my health, if I take a bit of a turn for the worse, if I'm out somewhere, if there's not very many spaces to stop and sit, I get panic attacks. To know that the car is parked somewhere near so that I can get into my car I feel safe quickly. That's like a safety blanket for me, whereas if it was totally like there's no cars or anything like that and I have to wait on a bus or a tram or whatever, that's just going to increase my anxiety and everything.” (Mobility Issues)



Disabled People

Delivering improvements to our public transport network & improving travel corridors

- Spontaneously, most respondents had their own specific criticisms about the public transport network
 - Most believed that the quality of bus services had deteriorated with poorer quality information, removal of valued services, and ongoing issues with congestion causing delays
- Two key priority improvements were identified:
 - Improvements in the accuracy of information
 - Significant frustration exists with the quality / reliability of information on the app and digital panels
 - A desire for more information to show if there is wheelchair space available
 - A full review of bus network map / routes
 - Respondents wanted the bus route plan to be improved and specific services reinstated (e.g. 41)
 - Issue with lack of buses from west via Queensferry Road
 - Sense that there are too many buses in and from Leith, creating congestion
- Changes to bus stop layout, lighting and shelter were felt to be largely cosmetic and of significantly less priority than these other issues
- In responding to the various scenarios relating to walking further to reach bus stops, this would not be possible for all respondents in the disabled groups
- That said, for those who could walk further, the key motivation would be to access a stop where a greater range of services / routes was available
 - Express bus services were of interest for some, but the issue of general congestion means that these were considered to have relatively limited value
 - Walking further to access stops with improved waiting facilities was the least popular – most felt these changes would be largely cosmetic and of limited practical value
- In addition, respondents felt allowing for more space for wheelchair users on buses was crucial
 - They feel they are often ‘in competition’ with prams for space – it was felt that drivers should be more consistent in asking for prams to be folded down.
- Some also commented on the cost of bus fares feeling high – and would like to see these reduced before cosmetic changes were made to bus stops.



Disabled People

Delivering improvements to our public transport network & improving travel corridors

- In terms of bus priority measures, most respondents felt that some extension of bus priority measures was fine, but that these should not be imposed across the whole city – only in the most congested areas
 - Specifically, respondents were uncomfortable with the extension of bus lane operating times, where it was felt that this would have no meaningful benefit for buses, but potentially a notable impact on car users
- Similarly, respondents felt that in general the idea of improving travel corridors was important
 - But they were keen that transitions should be handled carefully given the likely impact on car users
 - Any improvements to the public transport and active travel corridor, which would restrict easy use of cars, would need to come with a significant improvement to the bus service
- Specifically in relation to reducing kerb side parking, this was felt to be a positive in some areas e.g. Stockbridge and shopping streets,
 - However, from a wider perspective of enabling those with disabilities to use cars where they need to, parking restrictions also need to come hand-in-hand with improvements to the public transport network.



Supporting verbatims

- *“The bus signs is the main thing I would complain about....they tell you there is five minutes and then all of a sudden it changes to 20 minutes.... I don't know if the bus is late or they've just cut that one out the service. People just want to wait the least amount of time....they'll not want to use the bus....you know in stead of their car....if they can't know when the bus is coming.” (Mobility Issues)*
- *“How could bus stops be improved if there are lots of people at the stop....they need to improve the bus service.....and when there are very narrow pavements.” (Other Disability)*
- *“Again, I can walk to certain places, depending on how I'm feeling, to get buses. The closest road to me is Queensferry Road. And without any consultation, the council just changed the bus service.... just changed the route to a new housing development, without any consultation to any people. And that's left us with one bus, which is so unreliable coming in.... if we had more public transport service, I think things would be much better.” (Other Disability)*
- *“All this is fine, I do like the idea of Edinburgh being a place where there is a fantastic bus service....and people can cycle through it, all that. But people still need to use their cars and for work, with vans. They can't just stop people using there cars and stop deliveries and work vans without having a plan that is right for everyone.” (Mobility Issues)*



Disabled People

Delivering a people-friendly city centre

- In both groups respondents felt that there was a deterioration of the level of 'people friendliness' in Edinburgh in recent years
- Key issues related to:
 - quality of pavement surfaces and potholes on the roads
 - narrow and congested pavements in busy central areas
 - general difficulties with using the roads (by any mode of travel)
- Most of the issues with the lack of people friendliness in the city related to particular areas or streets:
 - The Royal Mile was felt to be particular problem- especially in the summer due to too narrow pavements and too many tourists
 - Shandwick Place - too busy, with pavements that are too narrow, often blocked by people waiting for buses
- The idea of a more people-friendly city centre was well liked
- That said, respondents were clear that more restrictions on car use need to come with priority for blue badge holders and improvements to the public transport network
- Three main priority streets for changes were identified: The Royal Mile, Princes Street, and George Street
 - In these locations it was felt that more radical steps could be taken to give pedestrians and businesses greater priority with far less priority given to vehicles.
- Kerb parking restrictions were felt to be, in general, a good idea in the city centre
- However, respondents did not want to see a 'blanket ban' on kerbside parking
 - it was felt that this would restrict parking options and therefore make it more difficult to drive in the city centre, which, while okay in theory presents particular issues for those with mobility issues
- There was support for restrictions to kerbside parking in specific areas— essentially shopping streets – as it was felt this would deliver a more cosmopolitan feel to central areas
 - For example, Castle Terrace was considered a location where there is no need to restrict kerb parking - as there are no shops and limited leisure pedestrian movement
 - In contrast to Stockbridge where there is a café culture and many shops – respondents felt kerb parking should be banned here
- The idea of one way roads was really viewed as a way of restricting car usage with limited / unclear benefits - more stick than carrot
- In general, as discussions unfolded in both groups, respondents accepted that there need to be tough controls over the use of cars in Edinburgh
 - But, from their perspectives, this needs to come alongside provisions for disabled drivers; and significant improvements to the public transport network to allow those with disabilities to still access the city centre
- In addition, respondents felt restrictions to car usage needs to be communicated as part of an overall vision for the future of the city, clearly articulating the benefits of car restrictions.



Supporting verbatims

- *“If you go down to High Street, the Royal Mile, the pavements are so narrow, there's so many tourists and they're spilling on the road especially up near the castle it's just not really suitable.” (Mobility Issues)*
- *“Shandwick Place is a nightmare of a street.” (Mobility Issues)*
- *“I think you could do it [restrict kerb parking]. You know, there are certain streets that can warrant it and others, I don't think it makes much difference to have kerb parking like at Castle Terrace...it's not a huge hardship having parking in there.... So I think it's a good idea, but don't just make it a blanket one. You know, look at areas that need it like the High Street.” (Mobility Issues)*



Disabled People

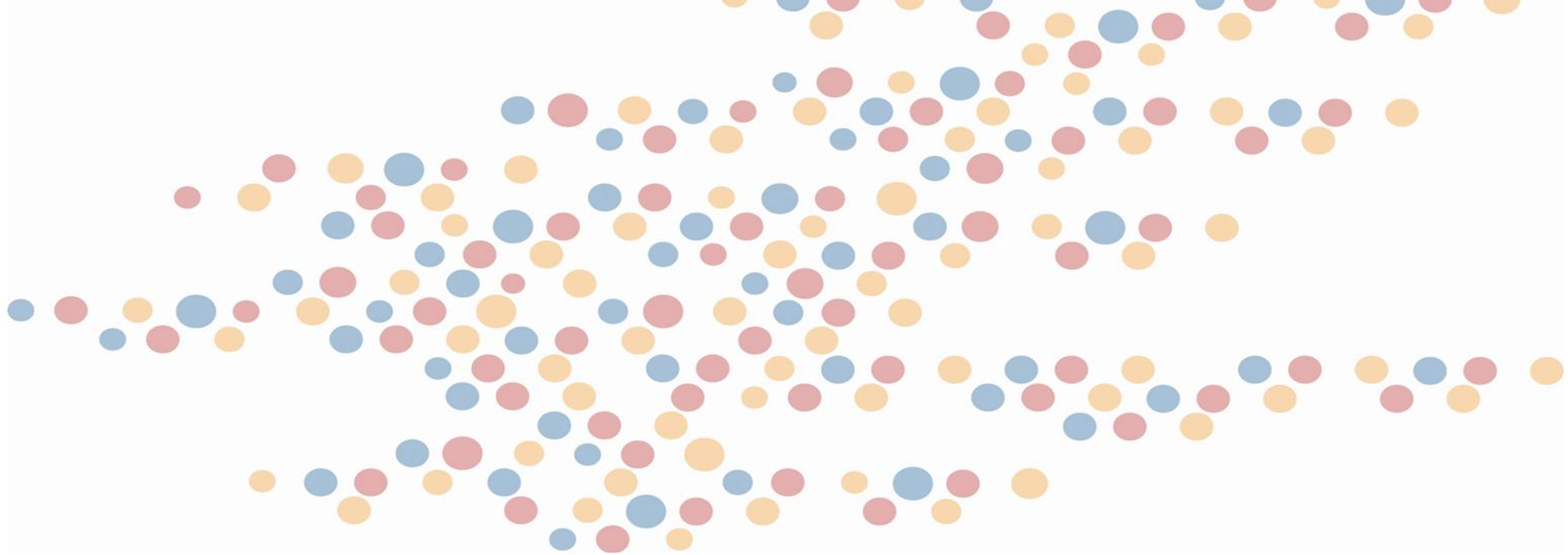
Supporting the journey to net zero and cleaner air

- Overall, respondents in these groups were supportive of the idea of reducing emissions and reaching net zero targets in the city
- However, it was widely felt that this end goal would be very difficult to achieve without the required infrastructure
- Respondents recognised that, within the broad theme of mobility, a number of changes are required:
 - Electric bus network
 - Significant improvements to the bus network to encourage wider usage
 - Focused on an improved network with more services, at a reduced cost
 - Reduced cost of purchasing electric vehicles
 - Along with significantly more electric charging points across the city which should ideally be free to use.
- When prompted with potential actions relating to reducing car kilometres, there was a strong feeling that the starting point should be zero carbon bus fleet
- Provision of electric vehicle charging points was also felt to be a vital part of meaningful progress
- Few had knowledge of Car Clubs, but were generally interested in the idea
 - Further information provision on how they work, pricing models and generally promoting car clubs was thought to be a good idea
 - Respondents did note that to be of meaningful value in the efforts to reach net zero, Car Club vehicles need to be electric
- There was limited support for introducing differential parking charges based on emissions, largely as respondents felt enough was being done already to sanction high emission vehicles, and this was a step too far
- The points relating to air quality were viewed as less relevant to this audience – only one respondent across the two groups had a solid fuel burner at home
 - While this respondent was clear that it was important for him due to the cost of living crisis, most respondents were not really aware of solid fuel burners being an issue
- Against this background, respondents were generally accepting that if emissions are an issue they should be controlled in some way
- Respondents felt that focusing improvements on commercial premises was necessary as these are perceived as the biggest sources of emissions
- If restrictions are necessary in domestic homes, most agreed that identification of hotspot areas was sensible, and also that education / awareness campaigns would be required to inform the public of the issue.



Supporting verbatims

- *“There is a lot of good about the bus service I don't think you could fault it really. But you think by this point in time, you'd be putting only electric buses on the road, rather than diesel.” (Mobility Issues)*
- *“I don't really know but I don't think there are nearly enough charging points across the city. There would have to be far more to make it possible for everyone to use electric cars....even if they can afford an electric car.” (Other Disability)*
- *“I've never seen the car club advertised....I don't know anything about it really. I've never seen it advertised in the metro, or on the radio or anything. I think people have driven past the cars, not realising really what it's all about. They need to make people aware of what it is about and why it is a good idea and how much it costs.” (Mobility Issues)*



Appendix

Research Stimulus Shown.

Note: no stimulus was used for the following themes:

- Improving our public transport and active travel corridors
- Delivering vibrant shopping streets



Improving local travel for walking and wheeling

Making streets accessible for everyone

- speed up installing dropped kerbs, including tactile paving to help visually impaired people
- improve footways around the city by providing safe smooth pavements free from trip hazards
- continue to remove clutter on pavements and paths focusing on unnecessary poles and signs
- introduce more rest places and benches
- implement the powers to enforce the pavement parking ban when available

Improving local travel for walking and wheeling in streets and neighbourhoods

- replace two-stage crossings so you can cross the street quicker and easier
- provide pedestrian crossings with longer or more frequent 'green man' times, making it easier to cross the street
- improve junctions in our neighbourhoods to reduce crossing distances and provide more pedestrian priority
- widen narrow footways in the busiest locations for example city centre and shopping streets

Dropped Kerbs

A sloped ramp between the pavement and the road. It makes travel easier for wheeled users and pedestrians.



Tactile Paving

Tactile paving has a raised pattern which can be felt under-foot. This is important for alerting visually impaired people that there is an upcoming change in surface (for example, pavement to road).



Two-stage crossings

A pedestrian crossing with a central island where each side of the road is treated as a separate crossing.



Provide more pedestrian priority

Prioritising pedestrians over vehicles at crossings and junctions with more frequent and longer opportunities to cross the road safely.





Delivering a joined-up cycle network

- Expand the cycling network so that every household is within 250 to 400 metres of a high-quality cycle route that everyone can safely use at all times of day.

Examples of high quality cycle routes



Delivering improvements to our public transport network

Improving bus stops

- Improve the layout of bus stops to make it easier for everyone to get both to the stop and onto the bus.
- Deliver improved bus shelters including the provision of seating and lighting.
- Provide improved real-time information including information on available wheelchair spaces.

Layout of Bus Stops

Where you can find the key features of a bus stop, in relation to the pavement and the road (e.g. bus shelter, boarding zone, waiting area).



Bus priority measures

- The introduction of additional bus lanes.
- The extension of bus lane operating hours, to 7am to 7pm, seven days a week .
- Bus priority at traffic signals.

Bus Priority Measures

Additional space for buses on roads which gives priority to buses over other vehicles. For example, a bus-only lane.





Delivering a people-friendly city centre

Existing measures

- Victoria Street & Cockburn Street largely vehicle free
- George Street, George IV Bridge and Lothian Road being redesigned to provide a welcoming and accessible environment to all users

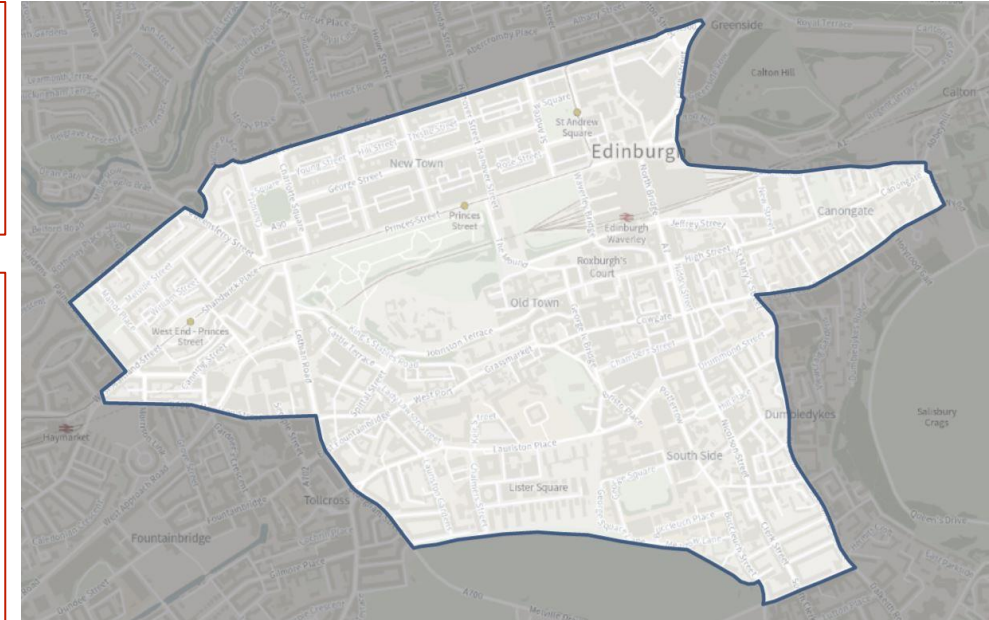
New measures

Restrictions would vary street by street and could include:

- Part-time restrictions (for example from 7am to 7pm).
- Restrictions by the type of vehicle (for example permitting all traffic apart from private cars).
- Restrictions by direction (for example allowing general traffic in one direction only)

Kerbside parking

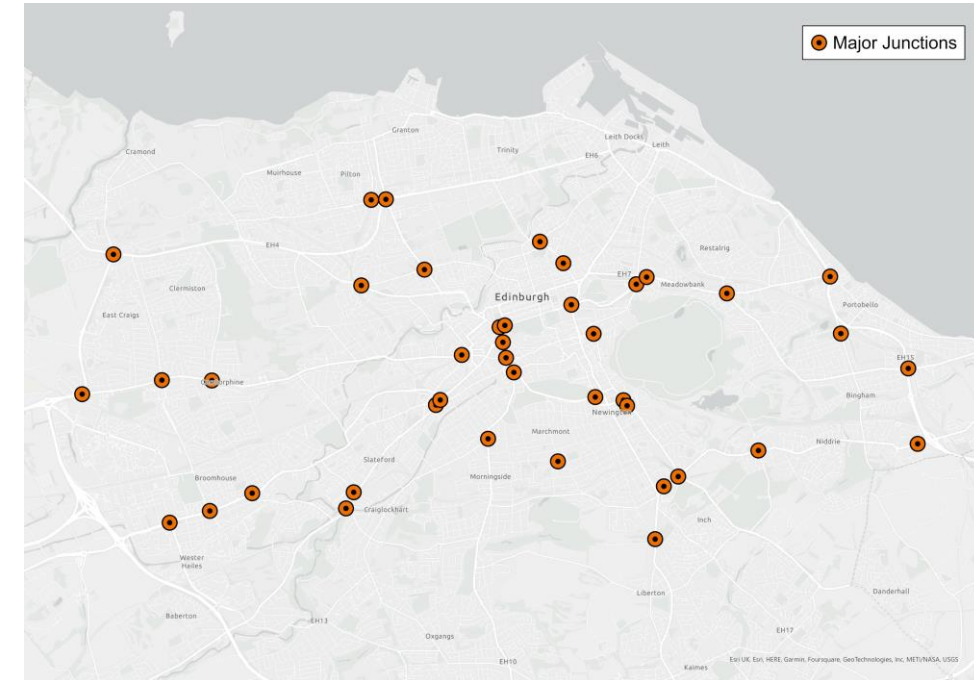
- Introducing a targeted reduction in kerbside parking



Achieving city-wide road safety targets

Achieving Zero Fatalities

- Re-design major junctions in the city to improve the safety of vulnerable road users.
- Explore introducing speed limits under 20 miles per hour in busy shopping streets.
- Expand the number of schools with 'school streets'
- Review both rural speed limits and 40mph speed limits



School Streets

A road near a school which does not allow private vehicle access at school drop-off and pick-up times.





Delivering liveable neighbourhoods

- Traffic around schools
- Traffic in residential streets
- Traffic speeds
- Narrow or obstructed pavements
- Limited crossing opportunities
- Busy junctions
- Lack of cycling provision



Supporting the journey to net zero and cleaner air

Reducing car kilometres

- Develop a commercially sustainable model for delivering public electric vehicle charging hubs.
- Review parking charges associated with on-street parking based on vehicle emissions.
- Review the infrastructure requirements to support the development of a zero carbon bus fleet.
- Undertake a review of car-sharing operations in the city to expand the areas served by Car Club and expand the provision of electric Car-Club vehicles.

Reducing emissions

- Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts.
- Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention.
- Lobby Scottish Government for an update of licensing laws to tackle concerns around use of solid fuel burning in licensed premises.
- Discourage biomass burning in commercial settings and support the transition to low carbon technologies.

Stakeholder Workshop Summary

The initial stage of the City Mobility Plan consultation process involved conducting three stakeholder workshops. These workshops were attended by a wide range of stakeholders and facilitated by the Stantec project team, with the assistance of City of Edinburgh Council staff.

The following organisations were invited to attend these workshops:

Group	Organisation	
Public Transport	Lothian Buses / East Coast / Lothian Country / Edinburgh Tours	
	Bus Users Group	
	Bus Alliance	
	Fife Council	
	Scottish Borders Council	
	West Lothian Council	
	Sustran	
	Midlothian Council	
	Bus Users	
	Scottish Taxi Federation	
	Central Taxis	
	City Cabs	
	Private Hire Cabs	
	Unite the Union	
	McGill's	
	Stagecoach	
	Borders Buses	
	Edinburgh Coach Lines	
	Prentice	
	EMH Bus	
	National Express	
	Tour Bus Operators (Edinburgh Bus Tours)	
	Local Community Transport	
	Confederation of Passenger Transport	
	TfE	
	Edinburgh Trams	
	Anturas	
	Car Club: Enterprise	
	Network Rail	
	ScotRail	
	Neighbourhoods / Community Councils	Community Councils
		Neighbourhood Networks
	Inclusivity Groups	Access Panel
EVIC		
All-ability bikes (now Thistle)		
NHS Lothian		
Equalities and Human Rights Network		
Inclusion Scotland		
Scottish Old Age Pensioners Assoc (SOPA)		
Age Concern		
Older People's Forum		
Roar connections for life (Age Scotland)		
Playing Out		
RNIB		
Sight Scotland		
Guide Dogs Scotland		
Deaf Action Head Office		
Autism Scotland		

	Mobility and Access Committee for Scotland (MACS)
	ELREC (Edinburgh and Lothians Regional Equality Council)
	WSPP CIP (Women's Safety in Public Places Community Improvement Partnership)
Active Travel Organisations	Living Streets
	Paths For All
	Spokes
	Sustrans
Regional	East Lothian
	Midlothian
	West Lothian
	Fife Council
	SEStran
	Transport Scotland
Emergency Services	Police
	Fire
	Ambulance
Planning / Development	Cockburn Association
	Essential Edinburgh
Freight / Haulage	Road Haulage Association
	Fed Small Businesses
	Edinburgh Chamber of Commerce
	Logistics UK
	General Traffic: Institute of Advanced Motorist
	Cargo Bike Movement
	Farrout Delivery
	Ecostars
	Zedify
Waste Companies	Biffa
	Changeworks Recycling
	Hamilton Waste
	Viridor
	CEC
Business / Other	Forth Ports
	Grassmarket Area Traders
	Edinburgh's West End BID
	Scottish Wholesale
	Transform Scotland
	Edinburgh Airport
Miscellaneous	SEPA
	NatureScot
	Historic Environment Scotland
	Edinburgh World Heritage
	Friends of the Earth
	Public Health Scotland
Universities	Edinburgh University
	Edinburgh College
	Queen Margaret University
	Napier University
	Heriot Watt

A summary of the discussions held at the workshops are presented below.

Tuesday 18th April

The following organisations were represented at the workshop on Tuesday 18th April:

Organisations
CEC (Ecostars)
East Lothian Council
Edinburgh Access Panel
Edinburgh Association of Community Councils
Edinburgh Bus User Group
Edinburgh Chamber of Commerce
Living Streets
NHS Lothian
Spokes
Trinity Community Council
Turley
University of Edinburgh

The Challenges of Limited Street Space – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- Generally, stakeholders concluded that it is important to avoid incorporating too many modes of transport into one corridor where space is already severely constrained.
- Regarding the prioritisation of transport modes, stakeholders agreed that prioritising public transport and improving bus journey times, particularly through major junctions, is crucial to facilitating modal shift.
- While there was general agreement that parking could be removed from at least one side of the road along some main corridors, it was suggested that each corridor is considered in isolation as there were doubts that a one-size-fits-all system would work across the city. With regards to removing parking, the need to maintain some disabled parking and loading provision was also emphasised.
- In general, stakeholders felt that floating parking was challenging for the elderly, those with mobility issues and people with children to navigate. However, it was also noted that for cyclists floating parking is a better solution than cars parking in cycle lanes and on footways.
- With regards to road space allocation, stakeholders did not support the narrowing of footways to create more road space, citing the need to maintain a 2m wide footway. Additionally, stakeholders did not support the introduction of shared-use (pedestrians and cyclists) paths, due to potential conflicts.
- More generally, stakeholders highlighted the need to consider EV parking infrastructure when considering land use along residential main-road corridors.

The Challenges of Limited Street Space – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- There was consensus among stakeholders that shopping streets are destinations and, as such, the experience / place function of these locations should be prioritised over the movement of vehicles.

- To facilitate place function improvements, stakeholders supported the removal of parking from shopping streets, while noting the need to retain some disabled parking provision. Stakeholders acknowledged that it is likely that some businesses would want to retain parking for customers, but this is not realistic and public transport should be prioritised over car access.
- With regards to land use, stakeholders supported the widening of footways to improve accessibility and the place function. They also felt that shopping street should also be significantly decluttered to aid accessibility.
- The importance of implementing both high-quality active travel links and efficient public transport services to access shopping streets was emphasised. In general, stakeholders agreed that the inclusion of dedicated public transport or cycling infrastructure through shopping streets themselves was less important than access to the area.
- Stakeholders also highlighted the need to retain loading provision and suggested that loading restrictions could be introduced to restrict deliveries to certain times of the day, while being considerate of local residents.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- With regards to the north-south corridors across the city, stakeholders highlighted the need to consider all three corridors together, citing that the introduction of a bus gate on the mound would result in traffic being diverted onto one of the other routes.
- Stakeholders were in agreement that the Bridges is currently very unpleasant and unsafe for pedestrians due to narrow footways and large traffic volumes. As such, stakeholders felt that a project should be undertaken to improve this corridor, suggesting that traffic restrictions could be reintroduced along this route.
- The importance of retaining the Georgian history of Queen Street was also highlighted, with stakeholders suggesting that the road merited a project to reduce traffic volumes.
- Citing the need to meet 2030 targets, stakeholders generally felt that time / money would be better spent on quick wins, rather than large-scale projects. They suggested that the focus should be on the bigger picture, rather than specifics of individual corridors or projects.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- In terms of prioritisation, stakeholders suggested the decarbonisation of both public transport and commercial vehicles should be prioritised. They felt that this would have the largest impact of meeting air quality targets, particularly in the city centre.
- While the importance of electric vehicles was highlighted, stakeholders noted that the emphasis should not be solely focussed on electric vehicles but also hydrogen. Stakeholders indicated that electric vehicles are not perfect as they still emit emissions from their brake pads and tyres. They added that hydrogen is a more realistic option for heavier vehicles.
- There were concerns raised regarding the price of electric vehicles and potential equality issues of creating electric-only vehicular spaces across the city.
- Stakeholders noted that encouraging motorist behaviour change should also be prioritised. It was believed that this would be achieved through a combination of making it more difficult to drive (demand management measures) and making public transport more attractive.
- With regards to the LEZ restrictions, stakeholders generally concluded that the restrictions already feel outdated and should be stricter.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- In general, stakeholders agreed that different groups of people will have different priorities and felt that all of the interventions presented during the exercise were equally important.
- More specifically, stakeholders suggested that dropped kerbs should be improved at the same time as resurfacing work is carried out and stakeholders felt that street clutter should be reduced to aid accessibility.
- Stakeholders noted that pavements should be a contrasting colour from the kerb and road so that those with sight impairments are able to distinguish between the differing spaces. Paving should also be a single colour, as multiple colours can make it difficult for those with cognitive impairments to navigate the footway.
- There was no general consensus regarding which location should be prioritised. It was suggested by different stakeholders that the following should be prioritised: locations with a large volume of footfall, areas where existing infrastructure is failing and not fit for purpose and local high streets.

Junctions and Crossings

Attendees were invited to comment on both the Princes Street / Charlotte Street and Tollcross junctions. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junctions. The discussion for each junction is summarised in the tables below:

Princes Street / Charlotte Street	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ <u>Too many modes</u> being squeezed into a constrained junction. ▪ Important to consider alongside the Lothian Road / Princes Street junction. ▪ <u>Long wait time for pedestrians</u> leading to jaywalking and a build-up on the middle island. ▪ <u>No continuous cycle lane</u> ▪ <u>Accelerated movement of cars</u> through the junction 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Introduce red-light cameras</u> to deter drivers travelling through amber/red lights. ▪ Alter the <u>signalisation pattern to favour pedestrians</u>

Tollcross	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ The junction <u>prioritises vehicular</u> traffic over all other modes. ▪ <u>Long wait time for pedestrians</u>, especially when crossing West Tollcross. ▪ Cars are able to accelerate across the junction due to its size. 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ Introduce an <u>"all stop" signalisation pattern</u> to allow pedestrians to cross more than one arm at a time and reduce wait time. ▪ <u>Narrow available road space</u> ▪ <u>Widen footways</u>. ▪ Implement <u>advance cyclist lighting</u> to make it safer of cyclists.

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- Stakeholders generally agreed that the overarching goal should be to reduce regular on-street parking, particularly in areas with good public transport provision and heavily discourage car use.
- Stakeholders felt that pricing deterrents should be used to discourage driving into, and parking within, the city centre. There was also agreement concerning the suggestion of introducing variable prices, where it's more expensive to park on some streets (shopping streets) than side streets. Stakeholders felt that this would disincentivise parking directly outside shops.
- In order to discourage car use, it was suggested that parking charges in non-city centre locations should be introduced across the weekend, alongside extending the hours of the controlled parking zone restrictions.
- With regards to off-street car parks, it was suggested that city centre car parks should be repurposed given that they are key car-trip generators. Castle Terrace was specifically highlighted.
- While some stakeholders felt that parking charges for EVs should differ to non-EV vehicles, there were concerns regarding the equality of introducing such a measure.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- Stakeholders generally agreed with extending the hours of bus lanes across the city to 777 but expressed concerns regarding the provision of loading. It was suggested that continuity and consistency across the city would increase adherence to bus lane restrictions.
- While stakeholders fully agreed bus journey times should be reduced, there were concerns raised regarding the impact of removing bus stops on those with mobility issues.
- Stakeholders discussed introducing bus interchanges, where users would transfer onto efficient public transport services into the city centre. This operation would be dependent on additional orbital routes across the city creating a 'spiderweb' of services. Some stakeholders felt that changing buses would be inconvenient and potentially not possible for some users with mobility issues.
- It was noted that public transport should be planned and developed to accommodate the predicted population increase in Edinburgh and the surroundings local authorities (it is predicted that the population of East Lothian is going to increase by 12.5%, and Midlothian by 15%, over the next 15 years).

Wednesday 19th April

The following organisations were represented at the workshop on Wednesday 19th April:

Organisations
City of Edinburgh Council
Climate Emergency Response Group
East Lothian Council
Ecostars
Edinburgh Airport
Equalities and Right Network
Lothian Buses
Mobility Access Scotland
SEPA
Sight Scotland
Spokes
Trinity Community Council

The Challenges of Limited Street Scape – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- There was consensus among the stakeholders that there shouldn't be too many modes of transport squeezed into one corridor as this would be detrimental to the high-movement nature of an urban corridor. With regards to the prioritisation of modes of transport along urban corridors, stakeholders felt that decisions should be location-specific, considering the nature of the specific corridor.
- It was generally agreed that parking provision along urban corridors could be reduced to prioritise efficient movement in and out of the city. However, stakeholders did not agree with mass displacement of all parking to side streets.
- Stakeholders suggested that sustainable transport hubs could be introduced to aid the movement of travel into and across the city and promote modal shift to sustainable transport. It was felt that the implementation of transport hubs would increase the users travel choice and increase the efficiency of the travel. However, some stakeholders disagreed with the latter point, noting that the introduction of transport hubs has the potential to increase overall journey times and would likely interrupt the continuity of journeys, which could be a barrier to use for some.
- Generally, stakeholders indicated that they preferred unidirectional cycle lanes over bi-directional cycle lanes due to them being more accessible and easier to navigate. While stakeholders supported the implementation of segregated cycle lanes, it was noted that there needs to be more awareness that unidirectional cycle lanes are only intended for one-way use, as they are often used bidirectionally which can cause issues for pedestrians, particularly those with sight impairments.
- To improve the safety of cyclists at controlled junctions, it was suggested that cyclists could move during the same green phase as pedestrians, as opposed to vehicles. The rationale of this would be to minimise conflict with vehicles and place the duty of care on cyclists to act safely around pedestrians.
- Stakeholders felt that both floating bus stop and floating parking are difficult for those with mobility issues and limited / no sight to navigate.

The Challenges of Limited Street Scape – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- It was generally agreed among stakeholders that regular parking should be removed from shopping streets to discourage car use and improve the place function of the shopping street as a destination. It was suggested that some of the parking could be displaced onto side streets.
- Stakeholders suggested that the introduction of bus gates would aid the efficient movement of buses to, and through, shopping streets. Maintaining efficient public transport access to these areas was considered paramount. However, Lothian buses expressed concerns regarding the potential resultant displacement of traffic onto other roads, which are also bus routes.
- With regards to street clutter, it was suggested that formal rules should be introduced to direct where cafes/restaurants are allowed to place street furniture. In general, street furniture of this nature was reported to cause accessibility issues, especially for those with limited sight. Adding to this, the importance of effective tactile paving was highlighted.
- While stakeholders acknowledged the importance of deliveries and loading provision along shopping streets, it was suggested that, where possible, deliveries should be consolidated to reduce loading pressures and the overall number of deliveries along the shopping street.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- In general, stakeholders highlighted the need to look at projects within the city centre holistically, rather than as individual projects. This included considering how all the of the major projects link together to ensure a coherent network and the importance of looking at all three north-south corridors at the same time given their impact on one another.
- The Bridges corridor was noted to be a key priority for the future of the city centre. Stakeholders agreed that the corridor is not currently suitable for pedestrians or public transport, and therefore would merit investigation. It was suggested that there could be a consolidation of bus stops in order to reallocate space to pedestrians.
- Stakeholders also highlighted Cowgate to be a unpleasant area, particularly for pedestrians, due to narrow footways and high traffic volumes.
- In terms of public transport accessibility, stakeholders noted that there should not be any additional restrictions for buses crossing the city centre, especially in the context of the future loss of George Street. As such, public transport access should be considered for any future projects.
- The need to consolidate deliveries in the city centre was highlighted again.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- The stakeholders highlighted that hydrogen is a better solution for larger vehicles and should be investigated as such. However, it was acknowledged that the challenge of introducing hydrogen fuelled vehicles is implementing sufficient refuelling infrastructure.
- It was generally agreed that substantial modal shift is required to reach the air quality targets. Stakeholders emphasised that fuel transition alone will not be enough.
- To raise awareness and understanding of air quality more generally, it was suggested that air quality could be incorporated into the school curriculum.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- In terms of accessibility, eliminating footway parking was stated to be a priority as it was felt that this would benefit a wide range of people, including pedestrians, cyclists and both public transport users and operators. Further to this, it was suggested that there should be no exemptions for footway parking restrictions.
- Dropped kerbs, even footways and revolving cones at crossings were also noted to be of great importance, particularly for those with sight impairments.
- Stakeholders had mixed feelings regarding the implementation of rest places, such as parklets and benches. Which the importance of improving streetscape and providing rest places was acknowledged, it was also highlighted that this can add to street clutter and significantly reduce the effective footway width, which can have negative consequences on accessibility.
- With regards to the footways, it was noted that some people with visual impairments struggle to distinguish different paving surface with similar / non-contrasting colours (e.g., grey

footways and grey cycleways). It was also suggested that red cycle ways should be avoided, as this can cause issues for people who are colour blind.

- In terms of location prioritisation, stakeholders felt that local areas should be prioritised over the city centre. This was largely due to the number of existing projects already underway in the city centre.

Junctions and Crossings

Attendees were invited to comment on both the Princes Street / Charlotte Street and Tollcross junctions. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junctions. The discussion for each junction is summarised in the tables below:

Princes Street / Charlotte Street	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ Traffic can accelerate through the junction at <u>high speeds</u>. ▪ <u>Long wait time for pedestrians</u>, leading to a large build-up of people either side of the road and to people crossing before the signalisation. ▪ <u>Dangerous for cyclists</u> who have to cross three lanes and tramlines. ▪ Difficult junction for those with sight impairments to navigate 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Altering signalisation timing</u> to reduce pedestrian wait time and increase time for both pedestrians and cyclists. ▪ Junction <u>reconfiguration to reduce space for general traffic</u>, creating more spaces for pedestrians and cyclists. ▪ Informed by desire lines, <u>introduce an additional arm to the junction</u> for those crossing Princes Street ▪ Widen footways.

Tollcross	
<p>Key Issues:</p> <ul style="list-style-type: none"> ▪ <u>Long wait time for pedestrians</u> crossing West Tollcross ▪ <u>Disproportionate space for cars</u> compared to all other modes 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Alteration to the order of signalisation</u> to allow more than one road to cross at once. ▪ Infrastructure improvements so that cyclists travel around the outside, with the cars on the inside (<u>Cyclops junction</u>) ▪ Introduce build outs to reduce carriageway space, and increase space for all other modes, including wider footways. ▪ Implement public realm improvements at the junction

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- With regards to implementing on-street EV parking infrastructure, it was suggested that satellite imagery and AI could be used to identify where people don't have off-street parking options. As a result, these locations could be prioritised.
- In terms of the operation of EV charging, stakeholders suggested that EV charging should be commercialised using lease agreements, where the council owns the land but leases the charger to an external company to operate the network.
- Stakeholders raised concerns regarding potential diversity and equity issues regarding EV vehicles and charging infrastructure.
- With regards to the roll-out of car clubs across the city, stakeholders raised concerns over the ability to introduce car clubs in areas where it would not be commercially viable but deemed to be socially necessary. It was suggested that car-club operators should be contracted to provide car club provision in deprived areas, in conjunction with implementing provision in

commercially viable areas. More generally, it was suggested that there needs to be more publicity to encourage car club usage across the city.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- Stakeholders emphasised the need to make public transport attractive and affordable to support modal shift. They felt that positive messaging through advertisement and education was important to promote behaviour change.
- Generally, stakeholders reacted positively to the introduction of 777, with some even suggesting extending this to 24/7. Consistency across corridors and coherent messaging were felt to be crucial for its implementation, alongside effective enforcement to ensure success.
- With regards to cyclists, it was suggested that the implementation of 777 would be a positive initiative. Stakeholders felt that it is safer for cyclists to be in bus lanes rather than general traffic lanes, noting that buses are more reliable than cars.
- With regards to increasing the distance between individual bus stops, it was noted that while this would reduce journey times, it could have negative impacts on the accessibility of public transport, particularly for those with disabilities, mobility issues or those travelling with children.
- Lothian Buses specifically noted that sporadic loading and parking provision in bus lanes would be acceptable if it reduced problems further along routes.

Friday 21st April

The following organisations were represented at the workshop on Friday 21st April:

Organisations
Cargo Bike Movement
Cockburn Association
East Lothian Council
Enterprise
Farr Out Deliveries
Police Scotland
Ratho and District Community Council
Transport for Edinburgh
Queen Margaret University
Zedify

The Challenges of Limited Street Scape – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- There was general consensus among stakeholders that they wanted to avoid squeezing too many modes into one corridor of this nature.
- In general, stakeholders agreed that removing some parking along urban corridors is acceptable, but a corridor-specific approach is necessary. There was also general agreement that one-way operations on the radial main corridors would not be feasible but could be considered for the city centre.

- Further to this, it was highlighted that disabled/accessible parking spaces should be retained due to the aging population. However, on the other hand, it was noted that disabled may actually be less necessary in the future due to increasing accessibility, speed and attractiveness of public transport.
- In terms of land use, the stakeholders did not agree with widening footways, citing that it is a high-movement corridor and widening footways are not a priority.
- There was agreement that bidirectional cycling is generally incompatible with bus lanes and in the case where there is already a bus lane in place, unidirectional cycle lanes are more versatile. It was also noted that cycle lanes need to be wide enough to accommodate cargo bikes.
- Some stakeholders raised concerns regarding narrow vehicle lanes and the issues that this could create for HGV and large vehicle access.

The Challenges of Limited Street Scape – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- Stakeholders suggested that place-making improvements on shopping streets should be location-specific. For example, there were mixed opinions regarding the introduction of street furniture and other public realm elements, with some stakeholders noting that this would improve the public realm of shopping streets, but others who felt it contributes to street clutter. As such, it was suggested decisions were made for specific shopping streets.
- In general, stakeholders were sceptic towards the introduction of parklets on shopping streets, citing that they didn't believe people would make use of them given the traffic currently travelling along these streets.
- It was suggested that delivery hubs could be introduced on side streets to consolidate and better manage deliveries to shopping streets. Stakeholders also felt that EV charging should be introduced on side streets, and not on shopping streets.
- However, to avoid the overspill of general traffic onto side streets, it was suggested that residential streets could become resident parking only. Otherwise, stakeholders felt that there is a risk that residential streets would become unpleasant.
- There was general understanding across the stakeholders that there is a need to maintain some disabled parking and loading provision on shopping streets.
- Assuming low traffic speeds, stakeholders felt that road space along shopping streets could be shared by general traffic and cyclists. It was emphasised that this is a key difference compared with urban corridors, where segregated cycling is necessary. It was suggested that this could provide more space for pedestrians.
- With regards to cycling, the stakeholders also highlighted the importance of cycle parking on shopping streets themselves.
- There were concerns raised regarding the use of eScooters on footways. Generally, it was noted that it is important to consider how eScooters will be accommodated as part of sustainable transport in the future.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- Stakeholders agreed that it would be valuable carrying out work to link together the committed major schemes to create a coherent network in the city centre.

- Several areas of the city were highlighted to be currently unpleasant, particularly for walking / cycling. This included: Bristo Square / Teviot / Potterrow, Queen Street, Market Street, Queensferry Road, Western Approach Road and the Grassmarket / Cowgate.
- Stakeholders agreed that both South Bridge and North Bridge are unpleasant for pedestrians due to narrow footways and a high volume of foot traffic. Stakeholders suggested that a one-way system could be implemented permanently on North Bridge.
- With regards to key connections in the city centre, stakeholders highlighted the importance of considering active travel connections to bus stops and train stations, particularly Waverly Station.
- In terms of quick wins, stakeholders suggested that some streets in the city centre could be significantly improved with better lighting. King's Stables Road was highlighted as an example of this. It was also suggested that there should be increased wayfinding and interpretation across the city, making it easier to navigate for a wide range of users.
- Regarding the city centre boundary, it was suggested that the boundary should be extended to include the Meadows given the volume of traffic travelling along Melville Drive.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- With regards to vehicular traffic, the stakeholders agreed that there is a need to reduce the length of queues and the volume of traffic in the city to improve air quality.
- Stakeholders agreed that it would be beneficial to rationalise deliveries into the city to reduce the number of vans. It was suggested the introduction of cargo bikes more widely could offset the number of vans.
- Generally, it was noted that the focus should be on reducing congestion, rather than relying solely on the decarbonisation of vehicles.
- Specifically, stakeholders highlighted St Johns Road as an air quality concern and priority.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- As is the case in other cities across the UK, stakeholders suggested the introduction of an online portal where members of the public are able to report accessibility street-related issues. It was felt that this would highlight specific areas of concern.
- Generally, stakeholders noted that the poor quality of the footways across the city are a major issue. Further to this, it was noted that footways should be smooth, continuous and have tactile paving where necessary. The importance of maintaining and repairing assets, such as footways, was also highlighted.
- There was also general agreement among stakeholders regarding the importance of introducing more benches and places to rest, especially in the city centre. In addition to this, stakeholders suggest that street trees could be introduced to benefit the local climate in terms of shading and cooling in the summer months.
- In terms of the prioritisation of specific measures, it was suggested that the improvements that will have the biggest impact, or the best value for money, should be prioritised.
- With regards to the prioritisation of locations, stakeholders generally agreed that it was important to prioritise both shopping streets and local neighbourhoods. The stakeholders agreed that the city centre should be the last priority as it is already receiving significant investment through other projects.

Junctions and Crossings

Attendees were invited to comment on the Tollcross junction. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junction. The discussion is summarised in the table below:

Tollcross	
Stakeholder Key Issues:	Stakeholder ideas:
<ul style="list-style-type: none"> ▪ Generally, it was noted that the junction is unpleasant for pedestrians and cyclists. ▪ Junction is currently an inefficient use of space, particularly the large unused area in the centre. 	<ul style="list-style-type: none"> ▪ Generally, stakeholder disagreed with idea of changing the junction into a roundabout. ▪ It was suggested the option of turning onto Lauriston Place could be removed for general traffic. ▪ Closing the West Tollcross arm to the junction

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- Stakeholders felt that the current CPZ operating hours encourage people to delay their travel and drive into the city centre later in the evening, rather than encouraging people to opt for an alternative mode of transport. To discourage car travel, stakeholders suggested that operating hours should be extended.
- In addition to extending operating hours, stakeholders suggested that parking charging should be introduced on Saturdays.
- With regards to the size of CPZ, stakeholders agreed that a lot of intrazonal parking exists (i.e., driving within a permit zone to access a shopping street and park for free). It was suggested that there is a need for smaller zones to discourage car use for short trips.
- Stakeholders felt that in order to successfully encourage modal shift, parking must be more expensive than public transport. While the discussion primarily focussed on car-based parking, stakeholders also acknowledged the important of cycle parking to facilitate modal shift to active travel.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- While stakeholders supported public transport prioritisation, such as the introduction of 777, they felt that it should be a location-specific decision whether to implement or not. However, in general, stakeholders supported extending bus lane operating hours to facilitate the efficient movement of public transport.
- Stakeholders felt that integrated ticketing, information and low pricing were crucial to encouraging modal shift to public transport. It was also suggested that a high-quality journey planner should be developed to raise awareness of various travel choices.
- Generally, stakeholders felt that there is scope to raise awareness of Park & Ride and increase the quality of services serving these sites. It was suggested that DRT could be explored in areas of the city that regular, commercial bus services are not viable and that these services could centre around Park & Ride sites.
- The importance of public transport to surrounding local authorities was also highlighted. This was considered to be particularly important given the scale of developments planned in Edinburgh and the surrounding local authorities.

Written Responses from Stakeholders

This Appendix contains the written responses submitted by stakeholders to the consultation. These responses are a verbatim account of the stakeholders' submissions.

ACTIVE TRAVEL STAKEHOLDERS

Stakeholder: Cycling Scotland

Response:

We welcome the measures set out towards delivering the City Mobility Plan and helping Edinburgh become a net zero city by 2030. We are supportive of the vision to increase rates of active travel, reduce car use and congestion, and improve air quality in the city. We strongly agree with the proposed expansion of Edinburgh's cycle network so that every household is within 250m – 400m of a high-quality cycle route.

A network of safe, easy to use dedicated cycling infrastructure that enables anyone anywhere to cycle in the city centre is required to achieve modal shift towards active travel and improve safety. This entails cohesive, comprehensive and seamless networks of on-road segregated paths in cities and, where appropriate, alongside trunk roads and busier local roads. In the urban setting, such networks will link into and incorporate existing off-road networks where they deliver direct and high-quality routes. 'Success' in this regard should not only be measured in terms of additional kilometres of network but have a qualitative aspect, including following good practice design standards, making routes accessible to more users and integration with public transport.

While very supportive and acknowledging the challenges in implementing what is already committed, we believe the plans for separated cycle lanes should be accelerated as the key priority for making cycling accessible to more of the population and joining up the existing off-road networks.

Where such routes are created, it is important that they are well-connected and of high-quality to allow people to travel safely and efficiently in and out of the city from surrounding areas, facilitating sustainable door-to-door journeys.

E-bikes should be considered in priorities in this regard, as they drastically increase the number and distance of commuting journeys possible by bike. The council should expand co-ordination with surrounding local authorities and SEStran to coordinate action on long distance (up to 10 miles) routes.

While technological advances with regards to electric vehicles are important, it is important not to rely too heavily on fuel efficiency and other technology improvements, as the pace of change and rate of uptake of such vehicles cannot be guaranteed. Electric and other low emission vehicles still contribute to particulate matter emissions, through braking and tyre wear, negatively impacting on air quality, and also, as vehicles, do not reduce congestion in city centre streets. They continue to take up street space and still require space to be parked.

In this regard, continuing to prioritise road development and car-focused infrastructure, places an unequal burden on those in the most deprived communities, and there is a risk that growth in car ownership further isolates those without access to a car. In Edinburgh, almost 40% of households do not have access to a car. Re-focusing on providing integrated and responsive active travel services and infrastructure is essential and will contribute significantly to reducing inequality. Where electric vehicle charging infrastructure does exist, it is important that this is readily accessible by e-bikes.

Stakeholder: Cycling Scotland

We strongly agree with the prioritisation of measures to improve safety for the most vulnerable road users and achieve a zero fatalities target by 2030 or sooner. We strongly support the measures listed, including redesigning major junctions in the city, exploring speed limits under 20mph in busy shopping streets, expanding the number of school streets, and reviewing both rural speed limits and existing 40mph speed limits. Improving enforcement of parking regulations and improving the layout of more junctions are also vital to improve safety for people walking, wheeling and cycling.

Finally, although not specifically the subject of the City Mobility Plan, it is vital that cycle training expands in the city in order to meet the ambitions in an inclusive fashion. Bikeability Scotland cycle training in primary schools gives children the skills and confidence to cycle safely on road, and to encourage them to carry on cycling into adulthood. Every child in every school should have the opportunity to learn to cycle confidently on-road. We would also highlight the utmost importance of having somewhere safe and secure to store a bike.

Stakeholder: Living Streets**Response:**Introduction and Summary

We broadly support the new draft Public Transport Action Plan and the central aim to increase modal share of public transport. Good environments for walking (and wheeling) are absolutely fundamental to successful public transport systems because (as acknowledged in this draft Plan) virtually every public transport journey (certainly for bus) begins (and ends) with a pedestrian phase.

However, as with other City Mobility plans (such as for Active Travel, Parking and Road Safety), we think that many of the proposed actions are too slow, too vague - and possibly too numerous. The proposals - and especially the envisaged timescales - cannot possibly deliver the scale of change needed to achieve the 2030 target of a reduction of car travel by 30%.

Delivery of essentially sound plans has been problematic for the Council for at least a decade, and we suggest that the 40 "actions" should be reduced to the most important ones so that budgets, staff time and energy are directed to the most effective measures. Accordingly, we suggest that several 'actions' could be omitted: around 'Behaviour change' (PC1), MaaS (PT12), 'Data Driven Innovation' (PT13) and City Centre Transformation (PV 1 and 2) for example. We would favour a tighter focus on tangible service improvements to bus priority and public realm infrastructure including bus stops.

Safety and Accessibility

We welcome the intent to improve access to bus and tram stops (PT1), but the action should be more ambitious, in line with the EASI (Edinburgh Accessible Streets Initiative) outlined in the draft ATAP. The focus on improved lighting is welcome, but other aspects of the quality and accessibility of pedestrian routes to stops need to be included too. Previous versions of the ATAP included targets (not delivered) to improve at least 20 routes a year to public transport stops and we would like to see a similar target maintained.

Stakeholder: Living Streets

Bus Services

We strongly support the proposed measures to give buses more priority, particularly through PG3, PG4 and PG6. We want to see early implementation of the 7-7-7 model of enhanced bus lanes (bus lanes operating seven days a week, from 7.00am to 7.00pm). It should be noted that bus lanes also give significant improved protection to cyclists from other traffic. We would like to see the Plan say more about enforcement of bus lanes (and protection of bus stops from parking). We welcome the PG4 intent to give buses priority at signals and suggest that this should also consider enhanced pedestrian priority 'ABC' measures outlined in the ATAP.

We welcome the various references to the Bus Service Improvement Partnership and the Council's intention to access the Scottish Government's £500 million fund to promote bus use. However, we would like to see a clear explanation of what the Council's plan is for this fund (or a date when it will be produced). On the other hand, we do NOT support the notion of seeking to stop buses crossing the city ("to not through", referred to on page 32); and we suggest that the action referring to 'bus stop realignment' (PG5) should be deleted. Bus stops which are unnecessarily close together can be removed but a wholesale programme to review the spacing of bus stops is unwarranted and would be a waste of valuable staff resource.

Bus Stops

The plan does not give enough priority to the need to improve bus stops. PT7 focuses solely on 'continuing bus shelter replacement' which is inadequate. We need to improve the standard of bus shelters and seats. Crucially, buildouts (sometimes termed 'boarders') are needed at many bus stops. These ensure that passengers can have level boarding onto the bus, act as a strong deterrent to stopping/parking at bus stops and provide more space on the pavement for pedestrians to pass. The lack of such a programme is a serious omission in the plan at present.

The Plan (like the ATAP) is silent on the conflict with pedestrians which can be introduced at bus stops by cycle infrastructure. 'Floating bus stops' undermine the confidence of some bus users, especially blind people, to the extent that some people will avoid using them altogether. Their value in terms of providing priority and safety to cyclists needs to be balanced against the risk to pedestrians/bus users. We consider that the best way to manage these conflicts is to use floating bus stops sparingly: only where the case for cyclist safety is especially compelling. This may mean, for example that they should not be used in low-speed or low traffic streets (certainly, for example, where bus gates significantly reduce general traffic).

Trams

Living Streets Edinburgh has been a strong supporter of the tram for many years. However, with the welcome completion of the Newhaven extension, it would be prudent to pause and consider whether future major developments should take the form of tram or 'Bus Rapid Transport' (BRT). The cost, disruption and amount of public space taken up by the trams (which are poorly integrated with bus stops) are significant downsides. We note an inconsistency in the draft Plan which should be clarified: in the text, the section on Mass Rapid Transit (PR6) refers to a "mass rapid transit solution" which could be tram or BRT. However, in Appendix A, PR6 refers only to tram.

Response:

Active Travel

Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. Active Travel is about improving quality of life and quality of place. There is a need to achieve a significant shift to walking, wheeling, and cycling as the most sustainable forms of transport.

The Smarter Choices, Smarter Places (SCSP) programme is Paths for All's grant scheme to support behaviour change initiatives to increase active and sustainable travel modes. Encouraging behavioural changes.

Walking is often described as the perfect exercise. Almost anyone can do it, it can be done just about anywhere, at any time. In recent years, it has also become clear that everyday walking brings enormous benefits to our society, from improving our physical, mental and social health, to reducing inequalities, contributing to economic growth and vibrant communities, to reducing carbon emissions, road congestion and air pollution on Scotland's journey to net-zero.

The need to maximise the wide-ranging benefits of switching our journeys from car to walking and sustainable modes of transport are very clear. Transport Scotland reports that 80% of households had access to one or more vehicles in 2021; representing a 9% increase in car ownership in comparison to pre-pandemic statistics. In the meantime, there has been renewed focus on improving our walking environment, urban and rural infrastructure across Scotland – from delivering more paths to improving accessibility, maintenance, signposting, lighting, improving access to shops, transport links and other facilities, or measures aimed at reducing traffic congestion and limiting vehicle speeds.

As well as the infrastructure, we are pleased that there has been greater recognition of the need for behavioural initiatives to achieve mode shift from driving to walking. Indeed, research shows that while increased investment in active travel infrastructure is important, it is "insufficient" without behavioural changes. Therefore, providing people with encouragement, support, and guidance to change their behaviour is essential to maximise positive changes for our communities, health, and environment in the long term. We are pleased that the importance of changing social norms and increasing positive attitudes towards walking and active travel has been recognised by Transport Scotland, and we hope that it will continue to be backed up with appropriate actions and investment.

We believe that walking and other modes of active travel play a vital role in Scotland's response to the current challenges posed by health and transport inequalities and the climate emergency. Considering our increasing collective interest in enjoying the great outdoors, we need to ensure that everyone can benefit from accessing natural environments. It is important to realise that investment in physical infrastructure is important, but it may be insufficient in achieving the switch to sustainable modes of transport. Paths for All is proud to be contributing to this change and we trust that policy and decision makers will continue investing in and otherwise supporting our communities, health, and environment in the long term.

Paths for All is Scotland's walking charity. Established in 1996, we work in partnership with 30 national organisations with a shared vision of a healthier, happier, greener Scotland, where everyone can be active every day. Walking is the easiest and most

Stakeholder: Paths for All

accessible way to be active, and our work to change the way people move, travel, and enjoy life in Scotland is focused on the following three themes:

- Walking is for everyone.
- Walking is for everywhere.
- Walking is for every day.

Our strategy sets out our vision for tackling physical inactivity, poor mental health, increased health and transport inequalities and the climate emergency.

Stakeholder: Spokes

Response:

Contents

1. Introduction
2. Demand Management
3. Active Travel Action Plan, ATAP
4. Other CMP delivery documents: Parking, Public Transport, Road Safety
5. Appendix – Council draft CMP delivery documents

1. Introduction

Spokes strongly welcomes the new set of City Mobility Plan (CMP) draft delivery policy and action documents (listed & linked in the appendix below).

The ambition “*to create a city where you don't need to own a car to get around*” mentioned in several of the documents (e.g. Parking Action Plan, p8) is to be applauded for reasons of climate, public health, congestion and equalities. Of course, there will be exceptions, but such an overall ambition is also essential if the Council is to achieve its ultra-ambitious target to reduce car-km 30% by 2030.

NOTE: *Italics* denote quotes from the documents.

2. Demand Management

A top level issue, relevant to all the action plans, is the inadequate coverage of demand management, in terms both of policy and, most important, implementation.

Research is clear that ‘carrots’ (such as improved bus, bike and walk facilities), whilst essential, will not alone bring about anything like the transition needed to achieve hugely ambitious targets such as the Council’s 30% traffic reduction by 2030, or the Scottish Government’s 20% commitment. A combined carrots/sticks approach, with demand management including forms of charging, is vital. Charging, of course, also assists the investment required for active and sustainable transport.

We are very concerned that the draft CMP delivery plans, such as PTAP, ATAP and the Parking Action Plan are inadequate in not integrating this issue sufficiently.

Responding to questions on the government’s Climate Change Plan at a Scottish Parliament Committee, Chris Stark, CEO of the UKCCC, stated [20.1.21] ..

Stakeholder: Spokes

“The Scottish Government has notably moved towards the carrot approach as its major way of encouraging people out of cars. However, all the evidence suggests that some sticks are needed too.”

Prof Iain Docherty of Stirling University, and renowned expert on Scottish transport policy, stated..

“The first stage is for the culture of carrot-ism in the transport debate to end, and for some very straight talking to be done.” [article “Tell It How It Is” in Transport Times, Oct 2020]

Edinburgh City Council’s draft policy documents fall into a similar danger. Yet it is vital that demand management, including charging, is built into the transport strategy from the outset, so that everyone from the council, to developers and the general public is aware that it is an integral part of the overall picture. Measures such as charging are less unpalatable if they are part of an **overall package** including much improved public and active travel, with public understanding and expectation of the entire package built in from the outset. A policy of ‘introduce carrots then wait and see if charging is needed’ is a recipe for conflict and failure at that later date.

The City Mobility Plan, CMP [pages 42-44] does have a section on demand management, but this concentrates heavily on **parking controls** – which are indeed vital but are only one part of the story.

Roadspace reallocation is not mentioned in the CMP demand-management section, although that is probably inadvertent since it is clearly intended, given what is said elsewhere, and the contents of PTAP and ATAP.

The **Workplace Parking Levy** is covered (policy M38) and we are pleased that the Council is working on this, although no firm decisions have yet been taken. The administration and the parties who support WPL need to find a solution which tackles any genuine concerns (noting Nottingham’s successful approach) and move forward rapidly on this. Furthermore, the Council should continue to lobby the Scottish Government to extend WPL powers to a wider premises levy, which allows charging of car-based leisure and retail operators (such as out-of-town) for the number of customer car spaces over a certain minimum.

However, despite the CMP content, and support for WPL at the Council’s Transport Committee, there is little mention of WPL in the draft CMP delivery documents. It is mentioned briefly in the **Parking Action Plan** (p20 & p27) but CMP policy M38 is only referenced in the introduction (not in the relevant table on p21) and a starting date of ~2027 is suggested – making it a likely controversial issue at the next Council election, rather than an issue for this Council. If this date is correct, it is also a **significant backslide** from the Council’s **Business Plan** (Action 9e) which proposes WPL implementation in year 2 of that plan, i.e. 2024.

Road User Charging appears not to be mentioned in any of the new draft CMP delivery documents – although it is particularly crucial in relation to **PTAP** at commuting times. Speaking at a Spokes public meeting shortly after taking office, Transport Convener Cllr Scott Arthur outlined an intention for a combined commuter package of greatly improved bus corridors into the city, together with road user charging, to deter car commuting into the city. This he had already raised at SEStran with, apparently, initial support from surrounding Council representatives.

Again, road user charging is covered as a serious option in the Mobility Plan (policy M39 and page 44), and there is a passing reference in the Business Plan [end of action 9e] to

Stakeholder: Spokes

assessing charging opportunities. However, as far as we can see policy M39 is not referenced even once in any of the new draft CMP delivery documents such as PTAP. This appears to be a second **significant backslide**.

3. Active Travel Action Plan 2023, ATAP

3.1 Top takeaway

The Plan states...

*“The (off road) traffic-free routes will continue to play a vital role, and we will seek to improve their comfort, safety and security. However, we now plan to develop a **joined-up network** of routes that **feel safe to everyone at all times of day**. This network (the “primary” network) will need to use **segregated cycle tracks on main roads**, as well as **unsegregated on-street routes that have low volumes of motor traffic**.”* [ATAP, chap 5, p29-32].

The four highlighted phrases above [our emphases] neatly summarise important major developments, which we strongly welcome, in the Council’s approach to cycling policy, and we urge determined implementation. The ‘joined up’ must apply with particular force on the main road routes, where even a short lower-quality section may deter potential or nervous cyclists from cycling the entire route, reverting to a less sustainable mode instead.

Perhaps our greatest concerns are over delivery, given the Council’s poor record on this, and on ensuring adequate staffing resources.

3.2 Specific welcome commitments (when implemented!)

Specific commitments we particularly welcome for their importance and/or innovation include the following. And this is far from an exhaustive list! However, to repeat our above concern, **implementation**, together with the requisite **adequate staffing**, is a critical issue if these commitments are to be realised.

- [p40] **A8 Roseburn to Gogar** - segregated cycling [presumably extending CCWEL westwards]
- [p41] **A70 Juniper Green to Dundee Street** - segregated cycling
- [p41] **Gilmerton to Cameron Toll and City Centre** - segregated cycling [the existing project, Lady Road to RIE, will be extended outwards to Gilmerton and inwards to the city centre]
- [p41] **Portobello to Musselburgh** - segregated cycling
- [p48] **Lothian Road Boulevard** (including West End & Tollcross junctions) “we’ve started work” – what does this mean? Appendix 3 states implementation “after 2026.” Note that the West End junction is a *priority action* in the City Centre Transformation document, following the fatality. Spokes has proposed an interim ‘quick win’ [Spokes Bulletin #123, p3] if full redesign and implementation has to await the complete Boulevard project
- [p40/41] **Travelling Safely main road ‘covid’ routes** – “making permanent and improving junction infrastructure, subject to current ETRO experimental process” See detailed our detailed comments and suggestions in 3.3 below. NB: Obviously, non-junction infrastructure needs improved also.
- [p49/50] Dalry & Portobello town centre schemes “by 2026” – these will be a true test of how far the Council decides to prioritise active travel and ‘place’ over motorised traffic. The Leith Connections project, now partially installed, is a hopeful sign.

Stakeholder: Spokes

- [p33 p50] “Sub 20mph limits would require amendments to national regulations and signage. With this in mind, we propose to explore the potential for pilots with the Scottish Government”
- [p33 p51] “Action J6: Implement the Major Junction Programme” - a rapid and transformative approach would be a real tribute to the three cyclists killed at major Edinburgh junctions in recent years, and whose deaths helped instigate this project
- [p74] “Continue to engage with the Scottish Government to ... remove (legal) barriers to efficiently delivering Active Travel infrastructure” including Automatic Number Plate Recognition (ANPR) for enforcement, low cost zebra crossings, and tackling arcane Traffic Order processes [See 3.3 below for detailed comment on TRO processes].
- [p78] Traffic light innovation including... “radar (to) detect the person cycling approaching and call the crossing or lights to go green” and “software at major junctions on (bike bus routes) that allow the lights to be held on green, giving the bike bus enough time to pass through in one go.” (we understanding this already happens in Glasgow)
- [p55] Active-Travel bridges (action J11) funding opportunities to be sought, e.g. for major problematic locations such as Slateford aqueduct and the main line rail at Roseburn and at Waverley.

3.3 Significant concerns

- [p36 p40 p86] We greatly welcome the intention that **main road segregated routes** should become the core of the Edinburgh Cycle Network. **However, if this important major *policy change* is to be believed by the public, then it must be reflected early on in the *implementation programme***, not leaving it until 2026 when the existing Active Travel Investment Program (ATINP) is due to be complete. Given the availability of much-increased government AT cash it should be possible to add to or modify ATINP. We recognise that work on the A7 (Cameron Toll to Bioquarter) is due soon, and CCWEL is underway, but to demonstrate the new intent we urge *early work* on at least one other main road route such as the A70 (Lanark Road to Dundee Street), the A199 (Portobello to Musselburgh) or extending the A8 CCWEL westwards to Corstorphine. Moreover, the recent low-cost cycle segregation work on Holyrood Road, if found to be successful, is a model which could be used to upgrade multiple Travelling Safely schemes [p101 on] much sooner than had been anticipated.
- [p32] In our **Circulation Plan comments** we have already expressed concern that main road segregated routes may be replaced by less satisfactory facilities in some locations where space is at a premium. The draft ATAP does attempt to ameliorate such negativities, but any breaks which deter less confident cyclists from using a particular section of route are likely to mean they will choose not cycle the entire journey, and therefore choose a different transport mode instead.
- [p46] Almost every city which has substantially increased bike use has a wide **bike hire** scheme, and Edinburgh badly needs this. It is puzzling that so many other cities have found acceptable financial and other arrangements, and yet Edinburgh apparently has been unable to do so.
- [p75/76] ATAP implies a major step up in Council activity on active travel. **Will staffing be adequate to ensure rapid and quality delivery?** - particularly given the many other CMP delivery elements. For example, the plan envisages an increased emphasis on walking – this is very welcome, but needs to be achieved through the additional resources now available to the Council from the Scottish Government rather than by any slowing down in work on cycling infrastructure.
- [p74] One very significant cause of delay, which is not in Council hands, is the inconsistencies and anomalies in **Scottish Government Traffic Order rules**,

Stakeholder: Spokes

whereby the government retains powers for very local decisions which should be for councillors to decide. Some (for example, that which delayed CCWEL for literally 2 years) have been revised, but others remain and are a significant drag on Council resources and timescales. *The Council must keep pushing the government hard for action here.* Specifically, RSOs should be abolished (as in England) or, at the least, the final say on objections should lie with councillors, not with Ministers. Secondly, Councils have the power to prohibit loading at specified locations during peak hours, and many other powers to take final decisions on local Traffic Orders, yet objections to loading bans outside peak hours have to be referred to Ministers for a hearing. Not only is this inconsistent but, again, such highly-local decisions should be for councillors, as in England, and not for Ministers.

- [p75] Will staff **across the Council**, in all areas of activity (such as Planning, Housing, Education) be sufficiently cognisant of active travel and other sustainable transport policies to ensure that all relevant Council actions are compatible with and support the transport programs?
- [p28] **Joining up journeys with public transport** This section covers rail only but should also include cycle parking at bus & tram stops, as well as safe and attractive routes to them. This, and bike carriage on buses, also need attention in PTAP (4.2 below), not just in ATAP.
- [p75] We'd welcome more **information about ATAP progress** being published regularly, at least 3-monthly, on the Council website. Just to take one small example, the ongoing 'minor improvements' program [p57] is quite opaque and few people even know it exists. A regularly published list of completed actions would grow public confidence in the Council 'acting' and would also encourage more people to propose minor improvements to benefit their own local area.
- [p59] We welcome the Council's **Street Design factsheets**. These are intended to complement the Scottish Government's *Cycling by Design* standards, and to go further in facing up to difficult realities, such as where space is highly constrained, with competing demands, and a 'streetspace' approach is necessary. However, the Leith Walk experience, where Trams to Newhaven claims that (most of) the footway and cycleway works are compatible with the guidance, suggests that the existing factsheets may need revision. Finally, we are disappointed by the slowness in preparing the promised factsheet on best practice in catering for *active travel at roadworks and temporary road closures* – an issue which arises very frequently, with seemingly random approaches each time, ranging from the deprecated '*Cyclists Dismount*' to the desirable '*Do Not Overtake Cyclists*' (at appropriate roadworks) and '*Cyclists Go Slow*' at appropriate works on shared paths.
- [p99] The future of **Morrison Street** is of great concern, given its important role as a cycle connection, recognised in the Transformation Policy and City Mobility Plan, and connecting to the recognised dangerous junctions of Haymarket and Tollcross. Yet it is being modified to cater for additional (and particularly polluting) motor traffic as part of the LEZ plans [Spokes commentary 1 2]. Spokes urges that the long-promised improvements for cycling here include segregation and are designed and implemented rapidly, and certainly by the July 2025 date in this draft ATAP.
- [p108] The listed **Queensferry** ambitions do not correspond sufficiently to the actual current proposals. Indeed, Sustrans is refusing to fund the project on the grounds that excessive parking is included, to the detriment of cycling and walking conditions.

3.4 Other specifics

Stakeholder: Spokes

- The **cover picture** should reflect walking, wheeling and cycling, not one mode alone
- [p16, p122] The draft ATAP classes **wheeling** with walking, and certainly if it is to be classed with either walking or cycling then this is the most appropriate. However, the strong overlap with cycling needs recognised. For example mobility scooters are classed in ATAP as ‘wheeling’ but often use cycle-only infrastructure, and indeed offroad facilities designed primarily for cycling tend to be more amenable to all forms of wheeling than the narrower, unbound surfaces often provided for recreational walking. Conversely, users of some disability-adapted cycles (categorised as cyclists) would avoid roads entirely and restrict themselves to off-road paths only. Indeed, some vehicles, such as the trishaws extensively used by Cycling Without Age, could perhaps be classed both as cycling and as wheeling.
- [p4, p14] A common perception, particularly on social media, is that it is inappropriate to aim for cycling to be a “**realistic choice for all.**” Obviously there would be some exceptions, but to counter the misperceptions we suggest an additional sentence at an appropriate place, on the lines that “Through deliberate policy, cities such as Copenhagen have largely achieved this.”
- [p32] **Bus Lanes** are better for confident cyclists than are all-traffic lanes, but many novice and potential cyclists, and many parents with children, still find them too daunting to use. They should therefore not be counted as part of a primary cycle network intended to attract large numbers of people to change mode to cycling.
- [p45] Obviously the Council needs to, and has the powers to, ensure safe access routes and high quality bike parking at new developments – this needs to happen more consistently both in granting permissions and in ensuring compliance. However, we are equally concerned about bike parking *and safe bike access* at **existing** retail parks, standalone supermarkets, and other locations which attract large numbers of the public. Craighleith Retail Park is an example where both cycle and pedestrian access are very poor, offputting and potentially dangerous – even though it is adjacent to the North Edinburgh path network. Whilst the Council has no powers in existing centres, proprietors could be encouraged to do better and offered advice.
- [p66] **‘Recreational’ paths** should be accessible to everyone, including wheelchairs, adult trikes, etc. Surfaces, widths and other design features should enable this.
- [p17, p82] **Tactiles** on or adjacent to cyclist routes, and running parallel to them (‘tramline’ layout) can cause bikes to skid, and there have been serious injuries and concussion. Whilst national rules have to be followed, use of tactiles in such layouts should be minimised. For example, cyclist routes should be edged with kerbing (with height difference as required for blind people) rather than tactiles; tactiles on cyclist routes should only be in single rows; and tactiles should have non-skid surfacing.
- [p109-110, p11] In comparing **ATAP expenditure** on walking/wheeling with that on cycling it is important to bear in mind that the existing walking network, in terms of footways, whilst needing many upgrades, is already omni-present; whereas the cycling network is still in a highly rudimentary condition. Furthermore, 30% of the carriageways renewal budget (the total budget is normally around £13m, though with an additional £11m for 23/24) is invested in footway renewals, a welcome sum and the highest of any Scottish local authority.
- [Appendix 1] It is difficult to categorise some actions as between walking, cycling or joint; but the appendix should be scrutinised in this regard. Several ‘joint’ actions [e.g. J20] appear to be cycling-only; some ‘cycling’ actions [e.g. C3] are joint; and

Stakeholder: Spokes

some of the 'walking' actions should also cover cycling aspects [e.g. W15, and toucan crossings in W9]

- [Appendix 6] As in previous discussions over the CMP, we support non-numeric **targets** for sustainable modes, as in the monitoring appendix. The overall policy to reduce car-km by 30% by 2030 needs to be supported by increases in use of bus, walking and cycling; but competitive targets between the sustainable modes will not assist this process – see the above link for a summary of the issues. In terms of **monitoring**, although automatic counter data is available, we would like to see summarised Council figures published more regularly. Our bi-annual counts suggest significant peak-period cycle flows (as a % of all vehicles) even on bike-unfriendly Lothian Road, and this may well be the case for other city centre roads such as South Bridge and Leith Walk. Anecdotally, there are also suggestions of cycle use rising further as a result of the new Leith Walk cycle lanes, despite their many flaws. The Sustrans Bike Index reports are useful, particularly for public attitude research, but are not a substitute for regular monitoring and publication of actual usage.

4. Public Transport and other CMP delivery documents

In general, Spokes supports all the delivery documents, with the major caveat in (2) above about demand management, and concerns about staffing and resourcing similar to those for ATAP above.

Note that we have not had the resources to study these plans in detail, and thus our comments below are somewhat random and certainly not intended to be comprehensive.

4.1 Parking Action Plan

Parking controls are one of the major tools available to the Council in working towards its traffic-reduction target. Many European cities have achieved significant urban traffic reduction, and increased walk, cycle and bus, in part by a phased programme of removal of urban parking spaces. We suggest a similar programme here.

Furthermore to achieve successful 24/7 bus lanes and cycle lanes on main roads, parking and loading has to be undertaken by other modes, such as cargobikes where appropriate, or moved to nearby locations. It is similar on shopping streets, where footways may need widened and, where appropriate, cycle lanes installed. The changes to Scottish Government **Traffic Order rules** mentioned above (3.3) are vital here, to avoid inordinate delays and the tying-up of staff resources, and the Council must continue to press this case.

Enforcement is vital for safe and convenient travel by bike. The existing level of blatant and illegal or antisocial parking on footways and cycleways, in particular, is a source of endless complaint and danger. The Council must also increase pressure on the Scottish Government to improve enforcement options, including use of ANPR and allowing higher penalties for illegal parking.

Illegal Blue Badge parking is a growing concern, particularly given the increasing major exemptions allowed such as the George Street proposals and the LEZ. Not only are genuine blue badge's inconvenienced when spaces are occupied illegally, but the Council's objectives to create people-friendly streets and places are challenged.

See also our comments on **Workplace Parking Levy** (and its extension to a wider **premises levy**) and **road-user charging** [2 above].

4.2 Public Transport Action Plan [PTAP] - alongside tough demand management (2 above) quality public transport is vital to help drastically reduce unnecessary motor use, with its consequent impact on congestion, emissions and the enjoyment of local streets.

[PG3] Consultation on **7-7-7 bus lane hours** should be only as part of the Traffic Order process, given that there has already been wide consultation, to avoid another year of delay

[PR5] The **design of tramline layouts** must cater *far better* for cycling safety – a major council failure in the past, contributing to many unnecessary injuries and, arguably, a death. This is so essential that it should be *in the policy statement*, not just in general text. For example, Princes Street could have been laid out with a wide footway and tramlines on the south side, and segregated cycling on the north side – without doubt this would have reduced the number of unnecessary injuries, some life-changing, that have occurred and continue to do so.

[PT1] **Cycling to public transport** should be recognised, adding the word ‘cycling’ in this policy

Bikes on buses, especially for longer-distance and rural routes, needs included to cater for and encourage joined-up bus/bike travel. In particular, we urge a review by Lothian family company bus services, noting the successful bike-carriage schemes by Borders Buses and Ember.

See also our comments on Workplace Parking Levy (and its extension to a wider premises levy) and road-user charging [2 above]. In relation to PTAP, a combined package of **congestion charging** and **high quality bus corridors** is likely to be more effective than either measure alone.

4.3 Road Safety Action Plan

Every injury remains a family and workplace tragedy. It is disturbing that pedestrian and cycling deaths and serious injuries have remained largely unchanged over the last 10 or so years. The report should discuss why this has happened when slight injury has apparently fallen substantially – indeed it raises the question of whether the latter is merely a reflection of reporting or recording patterns rather than an actual decline?

In terms of cycling, deaths still occur once or twice most years, which is unacceptable in a city with a ‘Vision Zero’ ambition. Given that deaths are frequently at junctions, we urge priority for action on the **Major Junctions Review** [3.2 above].

Speed reduction, and particularly the **enforcement** of limits are critical to the reduction of injuries, as well as making streets into places where people are happier to walk and cycle. Engineering should aim to discourage speeding; 20mph cameras should be installed at speeding or danger locations, and the Scottish Government should be pressed for greater powers to allow the Council to enforce limits.

Many ‘quick wins’ should be possible **when roads are resurfaced** – for example removing wide splays at side-road junctions.

4.4 Circulation Plan

We have already submitted comments on the early draft, and we await a fuller version

Stakeholder: Spokes

Whilst welcoming the concept, our top concerns are potential breaks in segregated main road routes, which would render sections of the Edinburgh Cycle Network not 'suitable for all'; and the need for more detail on the creation of traffic-reduced areas through features such as bus gates and modal filters.

Encouragingly for the city centre, the Feb 2023 Circulation Plan update says that such restrictions "*could now be considered*" for the Bridges, Lothian Road, Lauriston Place and Cowgate – though this welcome statement was brought into question recently when North Bridge was reopened to 2-way traffic following a closure of over a year for bridge repairs.

Stakeholder: Sustrans Scotland

Response:

We welcome most of the measures suggested in particular those that aim to reduce the number of vehicles on the road, emissions and speeds. We are pleased to see that high-quality cycling infrastructure, reduced crossing times for pedestrians and accessibility for people walking, wheeling, cycling and using public transport are high on the agenda. We would like to add the comments below for the action plans proposed.

Active Travel Action Plan

- We welcome further rollout of cycle hangars as part of the solution to transport poverty and the focus on providing cycle hangars for communities within areas that score highly on the Scottish Index of Multiple Deprivation.
- SCORES Scotland's Pedal and Thrive project is mentioned to increase confidence and skills in women and people from ethnic minority background, it is targeted and measured campaigns and projects like these that are needed when creating campaigns around modal shift as in Edinburgh as a whole women are less likely to cycle than men, with 17% of women cycling at least once a week compared to 35% of men. Those from an ethnic minority are less likely to cycle compared to white people with 15% and 27% cycling once a week. (Walking and Cycling Index, Edinburgh 2021).
- We support the action of compulsory land purchases as suggested to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that do not currently connect. This could help improve connectivity and low traffic and liveable neighbourhoods. The new Cycling Framework for Active Travel - A Plan for Everyday Cycling also references this as a way to ensure cycling is well connected and safe.
- The Network planning development tool currently in development could provide an opportunity to tackle some of the actions mentioned such as creating safer streets around schools, improving active travel infrastructure and making cycling more direct and pleasant.

Air Quality Action Plan

- It is vital that Edinburgh continues reducing air pollution as many people live within the core of the city center and therefore are likely to suffer more from the health impacts of pollution, including children who are more likely to feel the direct harms of polluted air. The pandemic showed that the air becomes cleaner when there are fewer cars on the road.

Stakeholder: Sustrans Scotland

- Fewer cars on the road make it safer and healthier to walk, wheel and cycle. The incoming Low Emissions Zone is a positive step towards reducing pollutions and we would welcome a similar visual tool that monitors traffic and emissions in the area to the Glasgow Tool recently developed Glasgow-lez-traffic (sepa.org.uk).

Road Safety Action Plan

- We welcome the actions towards Vision Zero the section on 20mph speed limits introduction, but think that this could be stronger. Currently, it reads that 'We will also continue to review speed limits across our network and reduce them where there are high levels of walking and wheeling. This will include further extensions of the 20mph network in Edinburgh but also in our more rural settings.' More work needs to be done to ensure that roads become 20mph in Edinburgh as much as possible with very limited exemptions.
- Councils such as Scottish Borders and Highland have recently expanded their 20mph rollout. Glasgow Centre for Population Health (GCPH) found road casualties could be reduced by over 10 per cent if speed limits in residential and urban areas were dropped from 30mph to 20mph. Further research was carried out by Edinburgh Napier University in the Scottish Borders in 2021 that showed 20mph reducing speeds.

Public Transport Action Plan

- The actions look at improving bus services and facilities and need to consider cycle storage facilities near main bus services and hubs as well as integration of active travel and public transport e.g. bike space on buses. Additionally, it is important to ensure that walking and cycling to public transport hubs is safe. A way to do this is to implement recommendations in the Women and girls' safety on public transport report from Transport Scotland.

EQUALITY GROUPS

Stakeholder: Home Royal House Residents Association – Retirement Housing

Response:

1. OUR REQUESTS TO THE COUNCIL

We very much welcome the provisions of Chapter 4 of the Plan and its twelve action points. We request that safe pavement links and road crossings be provided around and between our sheltered housing complex and local shopping facilities and to local public transport links.

We also request a more comprehensive review of the needs of elderly and disabled walkers, those that the Plan terms "less steady on their feet." This distinct category could be designated as Vulnerable Walkers to distinguish them from able bodied walkers.

2. HOMEROYAL HOUSE AND ITS RESIDENTS

Homeroyal House contains fifty flats, and we are a community of retired people aged between sixty and over one hundred years. A high percentage of us, some thirty percent, continue to be active walkers. Our safety is however significantly challenged whenever we go out from our building.

Most of our mobile residents are vulnerable walkers to some degree through age or infirmity. We are at significant risk on worn, uneven or moderately sloping surfaces of neighbourhood pavements and road crossings.

3. RESIDENTS EXPERIENCE OF WALKING ON LOCAL PAVEMENTS

The experience of residents was researched at a meeting held in the complex on 11 May 2023.

Overall, the feedback from the attendees highlights numerous issues with local pavements and roads. The common concerns include uneven surfaces, large and steep curb steps, deep roadside drainage and fragmented pavements with different surfaces. These conditions underfoot pose significant challenges and risks for pedestrians, particularly for the elderly, disabled individuals, and those using mobility aids such as walkers and wheelchairs.

First to provide comment was XX who reported the following:

- Had to stop and rebalance 16 times while walking around Roseneath Street.
- Requested improvement of local pavements and road crossings around Homeroyal House.
- Emphasised the risk of the return journey home when energy is depleted.
- Desires a safe route at least to the local bus stop.

The attendees emphasized the need for safer routes, especially to the nearest bus stops, as the return journey home with depleted energy is considered the riskiest point of travel. They expressed the desire for a more comfortable and balanced walking experience, free from constant vigilance for potential trip hazards. The heavy vehicle traffic, including buses and trucks, has contributed to the deterioration of road corners, making them unsafe.

Stakeholder: Home Royal House Residents Association – Retirement Housing

The attendees' personal experiences of accidents, falls, and injuries due to the poor conditions of the pavement further emphasize the urgent need for improvements. They expressed frustration, limited options, and concerns for their safety and independence while navigating the local area.

Based on the feedback provided, it is evident that comprehensive measures are required to make the pavements and roads easier and safer for everyone. This will not only improve the daily lives of residents but also encourage active travel and promote a more inclusive and accessible community.

The plan in chapter 3 under the heading “so, ...what’s stopping them” states that people with disabilities feel significantly less safe when walking or wheeling locally than other residents.

4. CONDITION SURVEY OF LOCAL PAVEMENTS AND CROSSINGS

A comprehensive survey of a local walking circuit reveals a number of challenges to the safety of vulnerable walkers.

5. CONSEQUENCE OF A FALL

The consequence of a fall can be severe to the wellbeing of the person who has the fall.

6. CONCLUSIONS

We commend the Council for its farsighted provisions for the comfort safety and wellbeing for all pedestrians in the pavement improvement proposals in Plan Chapter 4. We also commend the recognition of the needs of walkers who are less steady on their feet. The experience of mobile residents in our complex is that walking on pavements in our local area is frequently uncomfortable, tiring and too often leads to falls. All such issues can be addressed through careful pavement design that consider the specific challenges faced by vulnerable walkers.

We request that safe pavement areas and road crossings be provided at, our building and safe pathways to local amenities and transport links. We also consider that the Council may receive a high social return if our request was delivered as part of a citywide programme for sheltered housing and care homes, reducing pressure on NHS and social care facilities.

Stakeholder: Portobello Older Peoples Project

Response:

Please note that I have answered this on behalf of the older peoples lunch club that I run. Many of whom are unable to get out and about in the current situation with limitations on bus access, uneven pavements etc.

Stakeholder: Sticking up for your rights – advocacy group for people with learning disabilities

Response:

Accessibility and the rights of blue badge holders and commuters with mobility needs should be taken into account when redesigning streets, parking spaces and transport provisions.

Stakeholder: Let our voice be heard - advocacy group for people with learning disabilities

Response:

The accessibility of city streets to people who use cars with a blue badge should be considered in regards to parking and access. Not everyone's mobility is good so if moving any bus stops, you should consider who uses them and how easy it is to get to the next bus stop, especially for those using mobility aids who depend on having a bus stop close to their home.

Stakeholder: Positive Help (HIV and HepC)

Response:

Positive Help is a charity supporting adults and children living with HIV and Hepatitis. We have run a transport service taking people to vital medical appointments for over 34 years. Ensuring there is access, stopping and parking for Blue badge holders is vital throughout the city. Roads that Blue Badge holders can access if other transport is not is extremely important. Not all people can walk 50 metres to get to a car.

Our staff and volunteers are very experienced of the issues questioned in this survey. Volunteers use their own cars and also Enterprise Car Club to hire cars by the hour.

We want it to be known that the Car Club run by Enterprise is not a reliable business. There are regular complaints made to them which they do not act upon. They present themselves as a supportive business but this is not the case in practice. My staff have to regularly deal with problems that volunteers experience - cars not in the location they were meant to be, not having fuel, dirty cars, invoicing not correct. Themes emerge due to the number of cars we use per week. If a car sharing operation was to be explored and expanded we offer to be involved in the consultation process of this.

Stakeholder: Surging Ahead - advocacy group for people with learning disabilities

Response:

- Disabled people, especially those of us with visual and/or mobility impairments, we need to take cars or taxis to reach our destination. There should be enough parking available for blue badge holders, as well as space for people to get dropped off from by a car or taxi. Public transport is not accessible to everyone.
- Bigger pavements would provide valuable space for wheelchair users
- Murals on buildings could make our city more colourful.

Stakeholder: Surging Ahead - advocacy group for people with learning disabilities

- Street cafes are also a good idea, as long as they don't take up too much space and people can still pass comfortably
- More street lighting is needed as some streets are not bright enough at night
- Planters and any other facilities should be placed strategically so they are not in the way of more walkers and expanded we offer to be involved in the consultation process of this.

Stakeholder: RNIB

Response:

Introduction:

RNIB Scotland welcomes the opportunity to respond to the City of Edinburgh Council's City Mobility Plan. As the country's leading charity working with blind and partially sighted people, we support children and adults with sight loss and help them to live full and independent lives, campaigning for their rights.

While targets are being set to achieve zero-emission transportation and encourage healthy activities, such as walking and cycling, it is imperative Edinburgh's streets are safe and accessible for everyone, including people with sight loss.

The priorities identified in City of Edinburgh's City Mobility Plan consultation are ambitious. However, due to the specific and localised nature of questions in the document, we have restricted our response to Question 27 in the consultation. Ergo, RNIB Scotland is not submitting an online response to this consultation, given the individualised nature of questions posed.

Our consultation response draws heavily on our recently published report, "Street Credibility; making Scotland's streets accessible for sight loss".¹ The Street Credibility report outlines various challenges which blind and partially sighted people continue to face amidst continuing and rapid alterations to streets and public spaces. The report also sets out recommendations based on three key principles which visually impaired people highlight as key to making independent walking journeys:

1. Reducing the hazard of cluttered pavements and street clutter
2. The importance of having kerbs and signalised controlled crossings
3. Avoidance of moving vehicles.

Should you wish to discuss any of these issues please contact RNIB Scotland on the contact details at the end of this document.

Consultation question

Question 27:

- **Are there any other measures that you think we should consider helping achieve a net zero city by 2030 and meet our ambitious target to lower the number of kilometres travelled by car in Edinburgh by 30%?**
- **Are there any of the measures proposed where you have concerns about the potential impacts?**
- **Any other comments?**

Stakeholder: RNIB

We have summarised our response under question 27, using under the four headings below which are linked to some of the priorities and proposals detailed in the consultation documents:

1. Making streets more accessible
2. Delivering a joined-up cycle network
3. Car parking/traffic and electric vehicles
4. Delivering improvements to our public transport network.²

1. “Making streets more accessible”

“Making streets more accessible” is a key aim covered in this consultation. The consultation gives definitions of how streets can be made accessible. Respondents are asked to rate these in order of priority.

Clear, unobstructed pavements are essential to enable blind and partially sighted people to navigate streets and public spaces independently and with confidence. They also depend on detectable kerbs and signalised controlled crossing points to keep them safe and avoid moving vehicles, including cycles, cars and buses. Often a degree of planning and preparation is required before a person with sight loss can undertake any walking journey independently. When routes are changed or altered rapidly, they can experience great anxiety.³

RNIB Scotland’s “Street Credibility” Report ⁴, highlights the significant role local authorities have in ensuring there are consistent design features. There must be sustainable solutions and accessible features embedded from the outset in designs and proposals. Consistent standards should be set from the beginning to avoid the need for costly repairs and a random approach.

Visually impaired Edinburgh residents have told us about areas where accessible features have sometimes been an afterthought. For example, we received complaints about new features including pavements continuing over road junctions on Leith Walk (so-called “continuous footways”), with no detectable features such as crossing points or kerbs to signal it is a road junction. Tactile paving is now being laid down to mark the continuous footways. However, the results so far are haphazard. The use of tactile paving must adhere to guidance to be a reliable and consistent feature.⁵

2. Delivering a joined-up cycle network

In the consultation document and overarching plans there are references to cycling as a mode of transport, including:

“Our vision is that everyone will feel safe to make cycling a natural choice for local and longer trips around the city.”

Cycling for everyday trips around the city is not an option for blind and partially sighted people to get around. However, they do depend on having high quality safe cycling infrastructure and actions which prioritise road safety for vulnerable users.

RNIB Scotland believes that safe cycling infrastructure should allow for segregation between cyclists and pedestrians. Near misses, anxieties or worries about cyclists travelling too close to pedestrians can be avoided if there are clear physical separators between cyclists and pedestrians such as a kerb between the pavement and cycle lane. Research has shown that a kerb height of at least 60mm is the minimum detectable marker for blind and partially sighted people to identify when a footway changes to a road

Stakeholder: RNIB

or other surface.⁶ Long cane users and guide dog owners are reliant on kerbs as a means of orientation and guiding.

Designs such as the bus stop bypasses and bus stop boarders emerging in parts of Edinburgh (and elsewhere) cause anxiety for blind and partially sighted people.

Bus stop boarders require passengers either arriving at or alighting from a bus stop to cross an active cycle-lane to get to and from the bus stop from the footway.

In a bus stop bypass, a segregated cycle lane, or track, continues through the bus stop area behind the shelter thereby creating an island for bus passengers boarding and alighting at the stop. It requires a crossing for pedestrians to access the island across the cycle track.

These designs accommodate safer travel for cyclists, so they do not have to stop and wait to overtake a bus on the carriageway when a bus is stationary at a stop. However, such bus stop designs have unintended consequences for blind and partially sighted people (and for other pedestrians).

It can be difficult for visually impaired people to detect the direction of travel of oncoming cyclists due to lack of sound. In addition, cyclists may assume a pedestrian has detected their presence, and can adjust their position to avoid collisions, which is not always the case for a person with sight loss.

If there are no obvious physical markers to separate the bus stop and pavement from the cycle lane such as detectable kerbs, it becomes extremely difficult to tell where the pavement ends, and the cycle lane begins. Sometimes tactile paving is used as a separation marker. However, if tactile paving appears without any other distinguishing features such as a dropped kerb or an incline on the pavement to indicate a crossing point or road junction, it becomes meaningless.

Allocating space for associated cycling infrastructure, including bicycle parking and cycle hire schemes, from the road or carriageway is also better than taking up valuable space from the existing pavement. This helps to create clear pavements, in turn reducing the risk of accidents or injuries which people with sight loss often fear when navigating public spaces.

3. Car parking/traffic and electric vehicle charging points:

Question 18 in the consultation document asks respondents to rank in order of preference moves to reduce kerbside parking within the city centre to provide a more welcoming environment for everyone.

Within the City Mobility Plan there is further information on limiting parking in new developments (see quote below):

“Parking in New Developments - Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, car club and bike hire space.”

Blind and partially sighted people are unable to drive, so for journeys beyond walking distance they rely on public transport, taxis and lifts in vehicles from friends or relatives.

Stakeholder: RNIB

Adequate numbers of accessible parking spaces as well as drop off and pick up points near essential services must be available in new and existing developments.

Kerbside parking as well as other accessible parking space, is crucial for blind and partially sighted people particularly if they require sighted assistance to and from a vehicle to the entrances of destinations.

The consultation document goes on to state that the council may introduce restrictions in some Edinburgh streets to reduce traffic:

“As we continue to prioritise walking, wheeling and cycling in the city centre, we want to identify further streets where we could reduce or remove through traffic. Any restrictions would still allow essential vehicle movements such as access for city centre residents, to multi-storey car parks, and access for deliveries and blue badge parking.”

There must be consultation with local people on the potential impacts of vehicle restrictions in streets. These may include increased pressures for car parking elsewhere or diversions through quieter streets.

Travelling as a passenger in a car or taxi remains the only means of transport for some blind and partially sighted people to safely access amenities and services. Therefore, restricting traffic altogether on certain streets of Edinburgh may only serve to exclude people with sight loss further.

In addition to parking requirements, there is a need to carefully examine where electric vehicle charging points will be located as the need for them increases. This includes consistent standards so that charging points do not create footway obstructions. Cables trailing from vehicles to charging points across footways are a trip hazard and must also be avoided.

RNIB Scotland welcomes the enactment of Scotland’s pavement parking ban, which is due to come into effect towards the end of this year. We hope adequate resources will be made available to ensure compliance across the City, so that motor vehicles do not create unnecessary obstructions on the pavements.

The provision of accessible, reliable and affordable public transport including bus stops close to key services is vital to reduce reliance on private vehicles (see points raised below).

4. Delivering improvements to our public transport network

As stated in the consultation document, there is a need to review the city’s bus network to better align with the Council’s strategic priorities including improving accessibility, integration and reducing congestion in the city centre.

This also includes measures such as access to bus stops, locations and other infrastructure.

For blind and partially sighted people, travelling independently is a critical factor in improving their quality of life and achieving a sense of autonomy. However, using public transport can prove to be a daunting experience for people with sight loss.

Stakeholder: RNIB

As Edinburgh sees its public transport network upgraded, including the extension of tram lines, there must be consistent application of accessibility features, including tactile paving at stops, which follows guidance.

In a recently published RNIB report on the accessibility of public transport for people with sight loss in the UK over half found it difficult to navigate public transport facilities.⁷

This research also found that buses remain the most popular mode of transport amongst blind and partially sighted respondents.

When asked if there was anything stopping them from being able to use public transport as much as they wanted to, those who said “yes” mentioned the following issues:

- 17 per cent said public transport runs too infrequently;
- 16 per cent said it was due to a lack of accessibility such as bus numbers not being clearly displayed;
- 15 per cent said they lacked confidence;
- 11 per cent said they were unable to go out alone as they needed some form of assistance;
- Nine per cent found it difficult getting to public transport (bus stop);
- Nine per cent said it was due to a lack of specialist support on some transport operators.

Participants had an option to provide further detail around the challenges and the most popular answer was concern about boarding and disembarking transport followed by unclear visual information (too high up, too small or scrolling too quickly).

Other responses included difficulty navigating through crowded areas, unexpected layout changes, lack of help provided by staff and public and a lack of available disabled seating/space for guide dogs.

When asked if there was anything else that would help them have a better experience when using public transport, the most popular answer was more reliable transport services, better assistance from staff and individuals having more confidence when travelling.

While more than half of participants (65 per cent) were able to make the journeys they wanted or needed to using public transport, 35 per cent of participants said they were unable to make such journeys.

Locations of bus stops are crucial as this quote from the report highlights:

“It is a quarter of a mile to walk to the bus stop and if I were on my own, I would feel vulnerable and I would definitely not go on my own at night.”

Access to real-time information when travelling is critical – not just for delays and updates but also to establish which bus is approaching, exactly where they are at any point in time, and when they should be getting off.

There is a need for environments and transport modes to incorporate best practice in accessibility such as:

Stakeholder: RNIB

- Physical features such as tactile paving, detectable kerbs, handrails, lifts, clear routes, step-free access;
- Visual clarity: Clear signage and markings, colour contrast;
- Audio design: Accurate, frequent, and clear audio announcements on buses and trains.

Bus driver training and awareness of how to make journeys easier and safer for people with sight loss is another example.

RNIB Scotland, in partnership with Lothian Buses, run a series of 'Swap with me events' amongst trainee bus drivers. These have been a success in raising awareness and improving the experience of blind and partially sighted bus people travelling on Lothian Buses. The partnership also recently won an award.⁸

Going forward, the City of Edinburgh Council has a role in ensuring bus and coach operators provide routes which are not just commercially viable but also socially necessary.

The surrounding regions of Lothian, Fife and the Scottish Borders also require frequent and affordable bus services into Edinburgh so people can travel for work, education, healthcare and other essential services.

Getting around our streets is a fundamental aspect of our daily lives, whether it is for transportation, taking care of our health, or visiting friends and family. However, for blind and partially sighted people, navigating streets can be a challenge. As we strive towards zero-emission transportation and encourage healthy activities, such as walking and cycling, it is imperative we keep Edinburgh's streets safe for everyone, including those with sight loss.

Stakeholder: Edinburgh Access Panel**Response:**

CEC must:

- Protect blue badge access.
- Protect pedestrians from cyclists.
- Promote better behaviour by cyclists.
- Allow access by taxi, esp for disabled people who rely on taxis.
- Ensure dropped kerbs are in place at floating parking and at driveways if driveways otherwise prevent access to shops, community centres etc by wheelchair user.
- Ensure 7x7x7 bus lanes don't erode blue badge parking opportunities
- Ensure EV charging points are accessible by wheelchair users.
- Ensure cycle parking facilities don't obstruct the footway.
- Improve access at suburban rail stations, eg Slateford (if in scope).

Response:

APiC Response to The City of Edinburgh Council's City Mobility Plan Action Plans consultation:

A Place in Childhood (APiC) is a community interest company. We facilitate projects which enable the rights of young citizens to participate meaningfully in societal improvement, while building lifelong skills for a prosperous and equitable future. Children's lived experience combines with our research, policy, and action expertise to help their communities adapt to the unprecedented challenges and uncertainty we all face. Through this we promote superior environments for children and young people which align with the UN Convention on the Rights of the Child.

We are writing to submit our response to the **City Mobility Plan Action Plans** consultation. We have reviewed these documents in relation to our core area of interest and expertise - children and young people.

The response below this letter explores overarching themes we consider relevant found throughout the five Action Plans and Future Streets Framework.

Overall, we are happy to observe that many of the actions outlined within the plan already promote and support children and young people's mobility across the city. Therefore, we would summarise our response in the points below as a guide to continue the City of Edinburgh's commitment to supporting the safe, efficient, and inclusive movement of people and goods around the city:

- Prioritise all measures that lead to improved safety, especially recognising the positive impact this can have for girls in utilising active travel and public transport.
- Prioritise all infrastructural and community-based actions that support behaviour change with regard to supporting active travel and public transport opportunities.
- Build the meaningful engagement of young people into programmes of public works from Stage 0 (Strategic Definition) and establish a plan of engagement for the entire project at the start.
- Work on the principles of 'trustful dialogue' and transparency when engaging with young people. This means being clear and upfront about what young people can and cannot influence and why. It also means feeding back how their views have and have not been taken on board, and utilising opportunities to deepen the conversation wherever possible.
- Acknowledge and work with the fact some communities will require more work to establish trust and meaningful engagement with children and young people. This is especially true in areas with high levels of deprivation, where children and young people will most benefit from improved public and active travel opportunities.

We are happy to provide further views and clarifications on any part of our response as required. We are also happy to provide further information with regards to any of the evidence and research which we have referenced throughout this response.

We are keen to continue to be a proactive partner in the development and implementation of the City Mobility Plan and consider it to be a significant opportunity to realise the policy ambitions set out under broader policy frameworks to improve the lives and wellbeing of young citizens across Edinburgh and the wider region.

Stakeholder: A Place in Childhood

APiC Response to The City of Edinburgh Council's City Mobility Plan Action Plans consultation:

It is well established that there has been an ongoing decline in children's independent mobility (travel and play without adult supervision) across the UK over the last three decades. This decline is a concern as independent mobility is linked to healthy child development and increased physical activity. There are many interlinked reasons for this decline, including increased car traffic, declining numbers of safe routes, increased distances between places and guardian concerns about safety.

The City Mobility Action Plans provides a key opportunity to further prioritise children and young people's movement across the city. We acknowledge and support the inclusion of key actions within the plans which specifically seek to improve the active travel opportunities for children and young people, such as Action J5: Undertaking school travel plan reviews, Action J7: Creating pleasant, people-focused Liveable neighbourhoods and Action J8: Programme of land purchases to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that are not currently connected.

However, we note there is limited discussion of how the perspectives of children and young people will be gathered and utilised in the design and implementation of sustainable transport and transport systems. For example, whilst we support the inclusion of Action J5 and its intention, active travel and mobility considerations for children and young people reach far beyond the scope of travelling to and from school. It is critical that the actions outlined within the plans are mindful that what will be successful for a fit, employed and capable adult will differ from that of a 12-year-old child.

We would encourage the City Mobility Action Plans to consider how active travel routes should be designed from the perspective of an unaccompanied 12-year-old child. This is a topic we explored in a participatory research report for Sustrans – Enabling Independent Active Travel for Young Scots – Leith was one of our four case studies on this project and the findings highlight how their access could be improved. It also expounds a systems diagram in the penultimate chapter which can help inform child and youth centred decision-making on effective active travel and behaviour change approaches.

Our recent Children and Teenager's Neighbourhood Plans project and recent engagement with North Edinburgh Teenagers, has provided further insights from children and teenagers as to the key issues they experience when trying to utilise active travel or public transport. This included antisocial behaviour on key routes and transport networks, perceptions of unsafe or unattractive routes because of litter, poor lighting or isolation and a lack of connectivity between routes and places they are seeking to go. This form of direct engagement on specific places and projects can provide significant detail and context surrounding the issues relating to connectivity and mobility in an area. It can also identify the interplay between key issues which may not be drawn out in detail by typical community engagement activities. For example, the safety of girls in North Edinburgh was a key issue, and many felt too scared to go out and about by themselves. Instead, they would get a bus to another part of Edinburgh. When asked about designs for the new proposed public spaces on Pennywell Road, they were clear that the best way to make it a place for teenage girls is to make it a family-friendly place that feels welcoming to all members of the community. As this shows, through understanding and applying the needs of children and young people from the outset to systems design, the outputs typically also benefit other vulnerable users (including the elderly and those with disabilities that affect mobility) as well the rest of society.

Stakeholder: A Place in Childhood

Across our projects APiC has sought to engage with children and young people living in lower SIMD neighbourhoods as far as possible, as the benefits of identifying and acting on key issues relating to place improvement will support a higher number of beneficiaries as private vehicle access and ownership are typically lower in these areas. We would encourage the prioritisation of implementation of the Action Plans in lower SIMD areas to support the ambitions of the City Mobility Plan to deliver a safer and more inclusive transport system which supports a higher quality of life for all residents, including children and young people. This would also align with the strategic vision of the National Transport Strategy (Transport Scotland) to reduce inequalities and child poverty through providing access to the services people need, being easy to use and affordable for all.

With regard to the physical infrastructure changes outlined in the plans, we would outline our support for all of the proposals. However, we would consider that the following physical infrastructure features outlined below are vital to support children and young people to engage in active travel and utilise public transport opportunities.

- Ensuring routes connect areas that are motivating and accessible for young people to visit.
- Improving and increasing lighting of urban areas and key locations for meeting and hanging out everywhere. This is vital for young people to feel safe, have opportunities in the winter and after school, and to allow parents/carers to feel more confident with their child/ren being outdoors.
- Safe road crossing points that align with the places young people need and want to go and that do not involve unnecessary detours or barriers.
- Improving the maintenance of areas such as transport stops, pavements, and roads. These should be free of hazards and signs of lack of care, including fixing potholes.
- Building/improving cycle paths that are safe, and with a strong preference for explicit separation from traffic.
- Encouraging access to bikes and bike hire schemes, including ensuring they are genuinely accessible to young people for their everyday journeys, and making them affordable to young people and families on low incomes. Our Enabling Independent Active Travel report notes young people's views on how the Just Eat bike hire scheme could have been improved for them. The more recent loss of this scheme altogether is detrimental to the mobility of young people, and reviving it in a new and improved form would be highly beneficial.
- Ensuring routes are well and appropriately signposted so that young people can navigate effectively, and parents/carers feel confident that their child/ren will not get lost.
- Improving internet and mobile phone coverage so that young people can consistently connect with one another and their parents/carers, as well as access maps and location information on the go.

it is positive to note that many of these physical infrastructure changes are identified across the Actions Plans. However, as indicated earlier, our research with children and young people has indicated that a lack of maintenance to physical infrastructure is a critical barrier to their mobility across the country. The interaction of this issue alongside other place-specific considerations cannot be underestimated, as it seriously affects their ability to travel across the city. For example, whilst the recently launched free bus pass for children and young people has improved connectivity, a lack of deep investigation as to the suitability of existing bus routes means that often children and young people are still prohibited from getting to the places where they need to access by public transport due to

Stakeholder: A Place in Childhood

having to change buses multiple times. Our recent work at Tynecastle High and Portobello High noted that while the bus services are generally good, the accuracy of bus tracker information and ability to travel to places outwith the city centre easily can be a barrier. We would advise that a combination of both quantitative and qualitative knowledge of where children and young people and their communities need to travel to is necessary to understand the key routes which are vital to them. This is essential for efficient and effective long-term benefits of publicly funded intervention.

PUBLIC AND SHARED TRANSPORT

Stakeholder: Lothian Bus

Response:

Public Transport Action Plan (PTAP) – Consultation Response

I refer to the above and to the meeting we had to discuss this on 26 June. My thanks to you and other CEC colleagues for the group discussion that took place. It has been very helpful in the context of formulating our response to the consultation.

Context

In general terms, Lothian is very supportive of the PTAP. We were heartened to read the introductory comments that the Transport Convenor considers 'what is good for public transport, is good for Edinburgh.' Lothian has been serving the city for more than 100 years and has, over that period, continued to evolve, innovate and deliver for our customers.

Earlier this year, we launched our Business Plan for 2023 and beyond (copy included). It sets out the need for collaboration as we deliver the 4 key objectives listed below:

1. An inclusive and accessible service for all
2. A reliable affordable network delivering patronage growth
3. Commercial sustainability
4. The road to decarbonisation/net zero

In considering the PTAP there are a large number of synergies which align to our Business Plan. In order to prioritise these and deliver maximum value and benefit to the public transport network and its users we have focussed on the areas where we can work together to jointly deliver our objectives. These areas can be identified as follows:

1. Bus Network
 - Ongoing development of the network
 - Serving new areas and housing developments
 - Bus Priority Measures
2. Improved Infrastructure
 - Bus Stop Realignment
 - Mobility Hubs
 - Strategic Bus Network Infrastructure
 - Edinburgh Bus Station
 - Major Events
 - Regional Termini
 - Future Transport/Infrastructure Projects
3. Bus Partnership Fund
4. Journey to Net Zero

The detail for each of these areas is explained in Appendix 1 included with this letter.

I appreciate the vast amount of work involved in progressing to the delivery stage of the plan and so would like to offer some assistance with this in the form of a 6-month part-time

Stakeholder: Lothian Bus

secondment to you. In broad terms, I envisage this to be a dedicated resource from within the Lothian team who is able to work with you to further develop the thinking on the projects referred to within this response. If you would like to discuss this further then I would be happy to arrange a meeting.

When we met on 26 June, we committed to give comments on the action plan and to annotate it with any progress/activity from a Lothian perspective. We intend to complete this and get it to you in the next couple of weeks.

Appendix 1

Bus Network

Bus Network "Review"

Lothian are fully supportive of proposal PG1; however, the term 'review' is misleading as the bus network is continually evolving to meet customer demand and operate as efficiently as possible. A description such as Bus Network Development would more accurately describe the ongoing evolution of the network to match the ongoing growth and development of the city and region.

Serving New Developments

Lothian have had good early engagement in Bio Quarter and Granton developments however we must learn lessons from the past to ensure that bus services are provided for new developments;

- Serious issues have been identified in the timeline for delivery of interventions to allow for bus provision in West Craigs. Bus provision will arrive far too late for sections of the development that have already been occupied and have established travel patterns.
- Developments like new Greendykes at Milligan Drive have already been designed without consideration for primary bus routes – tight geometry and poor accessibility at bus stops.
- Developments in the south of Edinburgh at Gilmerton have been built with little or no input from operators. We have lost a critical stop on Lasswade Road due to land rights issues, there has been no future proofing for potential new stop locations and there is extremely poor permeability of walking routes through to Hyvots Bank where existing bus services could be accessed.

New developments can only be served efficiently if operators are involved from the start and any potential new bus routes, extensions or rerouting can be provided for, through delivery of the correct infrastructure, to ensure the optimal operation of services and maximising ridership opportunity. S75 developer contributions should be used to introduce infrastructure and help assist operators cover initial financial losses as bus services become established and developments become fully occupied.

The end goal of developer, local authority and operator should always be for bus services to become commercially viable and not to become a further drain on the budget of local authority tendered networks. CEC planning and transport must be the conduit between operators and developers – it should not be incumbent on operators to facilitate initial discussions.

Stakeholder: Lothian Bus

Bus Priority Measures

Active travel projects have seen significant growth in the city in recent years because there has been a bold agenda to drive genuine change, with objections to projects dealt with in this context. Public transport projects, no matter how big or small, must now be considered with the same appetite and affection in order to achieve the volume of modal shift required to meet future city targets.

Lothian are keen to make progress on bus lane enforcement at the earliest opportunity and already offered free travel for attendants so that they can travel across the city and issue on the spot fines to those making bus lane parking or loading infringements. Additionally, Lothian are open to discussions with both CEC and Transport Scotland about how on-bus CCTV can be used to automatically record and enforce bus lane parking or loading infringements.

There are a number of locations across the network where additional bus lanes would be of significant benefit to bus operations (for example, between Craigmillar and Fort Kinnaird). However, before additional bus lanes are sought, the priority must be to use existing policy to enforce current measures and deliver a consistent 7-7-7 approach for all bus lanes. With the pandemic having shifted societal and travel habits, weekends can now be just as busy and congested as weekdays and it is important that policy is revised to reflect this so that bus continues to be an attractive and viable option on all days of the week.

Lothian fully support the initiative to link AVL and UTC to provide bus priority at key junctions. A trial is proposed as part of the Bus Partnership Fund (BPF) and it is our desire to move forward with this at the earliest opportunity, analyse initial results and see a wider roll out across the network.

Bus Gates have been discussed in the context of 20-minute neighbourhoods and mobility hubs. While Lothian are broadly supportive of the principle, any adverse impact on displaced traffic and unintended consequences must be fully modelled and understood before progressing (for example a full analysis of the impact of each stage of the Leith LTN must be undertaken).

Improved Infrastructure

Bus Stop Realignment

A trial has been proposed as part of BPF to review bus stops on the A70 corridor. Lothian have a strong desire to progress the trial and the methodology for review. There is a real opportunity to reduce journey times and to save on capex and opex for CEC and Lothian with the end result quicker journey times and a more attractive service for the majority of customers.

Where possible, city projects that are already in progress should be used to consider desire lines, interchange and sensible relocation of bus stops. For example, all southbound corridors; Lothian Road, George IV Bridge and North/South Bridge have stops which could be realigned to create better interchange and speed up journey times (the Bridges doesn't currently have a planned project but was discussed at a recent city mobility workshop). Any consolidation of bus stops on these streets releases premium kerb space for other uses. There are many examples where a high level of bus infrastructure has been achieved in a busy city centre street, for example in Ljubljana.

Stakeholder: Lothian Bus

Mobility Hubs

Lothian have had very constructive early-stage workshop engagement on Mobility Hubs and have requested consideration be given to include opportunity charging (as appropriate) and driver toilet facilities. These facilities could be developed to represent a best practice example of shared use if they were also utilised by CEC vehicles and employees.

Strategic Bus Network Infrastructure

Lothian's commercial priority **must** be to retain core local services across the city centre, ensuring a viable business, operational efficiency and providing an equality of access to the city centre, and across the city, benefiting the greatest number of customers. Consideration could be given to reviewing regional services **only** if suitable termini are provided at both east and west sides of the city centre. We have already compromised the commercial success of the business and reduced capacity in a key location by temporarily relocating Tours to Waterloo Place for the 2023 season.

Edinburgh Bus Station

The future location of Edinburgh Bus Station will have a major impact on the location and size of proposals for new regional termini. No credible single alternative exists within the city centre to enable the full relocation of all Bus Station services. This will result in either a location out with the city centre (result is less attractive services and poorer integration with rail) or the fragmenting of services to smaller locations around the city centre (result is the loss of premium locations for regional hubs, special services, city tours, day tours and coaches). As such, Lothian are fully supportive of the Bus Station being retained in its current location. Whilst we do not utilise it regularly, the unintended consequences of it being moved could have a detrimental impact on our network.

A plan for a fixed departure point for city tours and a departure/drop point for day tours/coaches must also be considered and developed in conjunction with operators – these issues are all inextricably linked as the availability of space around the city centre is at an absolute premium.

Major Events

As an international city, Edinburgh is increasingly drawing large events which contribute to its reputation and stature but also underpin its economy. A key aspect of delivering successful events is the movement and dispersal of large numbers of people safely and quickly. To achieve this, it is critical that space for special event services can continue to be provided when required. For the Royal Highland Show [event capacity 220k over 4 days] Lothian operates special service 98 with departure space provided on George Street (the full length of Frederick Street to Hanover Street).

Consideration and planning are required to understand where this level of space can be provided following the planned closure of George Street to vehicle traffic in the next few years without serious detriment to customer experience and commercial viability.

Regional Termini

Any plan to consider the introduction of new regional termini must be fit for purpose and provide all the elements that passengers will require; safe, well-lit and sheltered with CCTV and RTI provided as a minimum. To achieve a good standard that would encourage uptake;

Stakeholder: Lothian Bus

walking routes to/from stops with good wayfinding, seated/heated shelter/waiting room, driver and customer toilet facilities and an information point should all be considered. Providing only a bus stop is simply not an acceptable level of infrastructure required for this type of behavioural shift or reflects the commercial risk being placed on operators, were they to turn short of the city centre.

In terms of regional interchange, lessons must be learned from missed opportunities. For example, the poor customer experience when interchanging between bus and tram at the Foot of the Walk. Key interchange nodes must be identified where public transport should be prioritised, supported by Active Travel. This isn't always multi modal and could be bus to bus. For example, the existing user-friendly level of bus to bus interchange at Cameron Toll is currently under threat by an Active Travel project.

Future Transport/Infrastructure Projects

Future Mass Rapid Transit as outlined in STPR2 will likely take the form of a combination of Feeder Bus, Bus Rapid Transit and Tram, and as such it is imperative that operators are involved from an early stage to ensure maximum integration and efficiency. Operator experience, local knowledge and data is key to fully unlocking the potential of such projects. We commit to sharing passenger data in order to ensure that Route Appraisals can be conducted in an evidence-based approach.

Lothian are keen to realise opportunities and identify any challenges from the Major Junctions Review. The Review details the number 1 priority on the CEC list as the West End junction. This is also on Lothian's list as the location that could have the single biggest positive impact on the bus network, if opportunities for a seamless north/south journey across the west end of the city centre can be realised. Similarly, Maybury junction listed at number 10, is critical to allow bus service provision for West Craigs.

Any junction designs used regularly by service buses must carefully consider the dimensions of vehicles. Recent junction designs at York Place into North St David Street and London Road into Leith Walk have proved unsuitable for buses to make these manoeuvres without having to straddle both lanes on approach. This will have a detrimental impact on journey times, increases the risk of incidents and affect the ride quality experienced by customers. Vehicle tracking must respect that bus drivers are not always able to make the 'perfect' turn, and allow for reasonable tolerances in the design.

It was encouraging to see the note in the PTAP given to how Chicago apply the hierarchy of public transport compared to Scotland and the recognition that when there isn't enough space for all users to be given priority it's imperative that a proportional approach is applied when considering the Streetspace Allocation Framework. A key frustration in recent years has been the silo working of public realm, active travel and other developments. Lothian strongly urges coordination between adjacent projects in a fluid manner and when appropriate, the public transport team takes the lead.

Bus Partnership Fund

Bus Partnership Fund offers potential to realise benefits for which funding has not previously been available. Key to any successful fund bid will be the buy in of all parties from operators, officers and elected members.

As such it is imperative that the priorities for Edinburgh are refined, sensible and deliverable focus on a few key corridors. Whilst the initial bid has had a regional focus, we must not lose sight that there are a number of opportunities that would benefit areas of the city that have slow existing journey times as most of these opportunities can be linked to improving

Stakeholder: Lothian Bus

mobility in areas of deprivation. Alongside BPF, active travel funding streams and capital renewal budgets could be used to take a more holistic 'place' approach in these areas.

By identifying and prioritising a few quality corridors with a range of sensible and potentially radical solutions it will be possible to show that journey times can be not only reduced but consistently reduced and reliable. Above all any bid must concentrate on what is practical and deliverable rather than what is political with the emphasis on improving the public transport offering for existing as well as new passengers.

Journey to Net Zero

Lothian are committed to decarbonising its fleet and reducing our carbon footprint across all facilities and operations. It is already in a strong position with all vehicles Euro 6 standard and therefore compliant with the forthcoming Edinburgh LEZ.

The shift towards zero emission technology will require a number of infrastructure changes at each of our depots and require the provision of opportunity charging across our network to facilitate the conversion of routes to EV. We are already working closely with CEC on this and continued support is critical to both accessing future funding opportunities and navigating planning applications for new or changed infrastructure.

The map of key areas identified as strategic locations for opportunity charging is enclosed as Appendix 2. The first 2 areas that will be required (by 2025) are Edinburgh Airport and in the city centre at South St David Street.

Over the next 12 years the fleet will transition to zero emission technologies and our environmental footprint, particularly in the city centre will significantly lessen. This will represent the next evolution of the city's bus fleet as it will completely revolutionise the environmental impact. For example, a fully electric vehicle with no tailpipe or noise emissions should be considered differently to diesel vehicles. Doing so could allow buses to access parts of the city restricted to other types of vehicles, for example Waverley Bridge. This approach could also be key to continued future lifeline bus provision in other heritage areas, such as the High Street or Grassmarket.

It is expected that the journey to net zero will take until around 2035 to deliver. An important aspect of the plan is its ability to be flexible. This is vital due to the evolving technology for all alternative fuel vehicles. Discussions are ongoing with CEC colleagues as partnership working will be key to the delivery of this

Appendix 2

Stakeholder: Lothian Bus

In Service Opportunity Charging Requirements

Rank	Yr Req	Location	Potential Service(s)	Land Owner	Notes
1	Year 3	South St David St	100	CEC	Would supports continued operation from current city centre termini
=	Year 3	Airport	100	Private/EAL	Strengthens longer term partnership
2	Year 4	Silverknowes	16, 27, 29	CEC	Potential for multiple services
3	Year 4	Granton Harbour	22	Private (unadopted)	Opportunity as part of new development. Potential issues re land ownership
4	Year 5+	RIE / BioQuarter	7, 8, 21, 24, 38, 49	Private (unadopted)	Potential for multiple services. Partnership opportunity with UOE
5	Year 5+	Granton Redevelopment	8, 9, 24, 38	CEC	Potential for multiple services. Opportunity as part of new development
6	Year 5+	Western Harbour	11	CEC	Opportunity as part of new development
7	Year 5+	Cammo	47	CEC	
8	Year 5+	Torphin	16	CEC	
9	Year 5+	Gyle Centre	12, 21, 22, 36	Private	Potential for multiple services. Bus terminus subject to development



Stakeholder: Edinburgh Bus User Group

Response:

Comments on The City of Edinburgh Council’s draft Public Transport Action Plan

In commenting on the six Action Plans which underpin the City Mobility Plan (CMP), Edinburgh Bus Users Group is:

- Submitting the commentary below regarding the Public Transport Action Plan (PTAP)
- Submitting a general statement regarding the Active Travel, Road Safety, Air Quality and Parking Action Plans

Stakeholder: Edinburgh Bus User Group

- Submitting the commentary below, and the general statement, with regard to the Circulation Plan, taking account of the iterative relationship between PTAP and Circulation Plan.

General Commentary on the Public Transport Action Plan

Before commenting on specific details in the PTAP, we reflect on some key contextual issues.

General transport policy

UK transport policy since the mid-20th century can be divided into three periods:

- The post-war period when the car and the lorry was 'the future', with society built around them
- The late 1980s onwards, when the drawbacks of 'the great car society' began to be understood
- A 'backwash' when the challenges of reversing post-war policy became clear

We are now into a 'second wave', characterised by a greater sense of environmental urgency. We sense a mood of impatience with the speed of change, or lack of it.

Transport policy in Edinburgh

In Edinburgh, transport policy has been remarkably consistent since the 1990s. Nevertheless, we detect some exasperation with apparently endless consultation, often over issues which have already been discussed ad nauseum. There is some justification in the criticism that Edinburgh is good at drawing up policies and plans, but not so good at delivering them.

We recognise that there are constraints to how the Council must work. Medium to long term projects take inordinately long, and are over-expensive, in the UK. This has been recognised by the UK government, which launched 'Project Speed' in response, which is still working through the system.

Our view, expressed in a [deputation to a Full Council meeting in September 2022](#), is that in recent years the Council rather took Edinburgh's bus network for granted, and lost sight of its earlier successful partnership with operators

We highlight the transformation of the 'Greenways years' in the 1990s, when not only was transport policy substantially reshaped, but delivery literally on the ground was achieved. We suggest three major factors were at play:

- Substantial political commitment, which generated cultural change throughout departments
- Sufficient funding
- Simpler, more streamlined processes compared to today (also limiting cost)

Dealing with the constraints

Stakeholder: Edinburgh Bus User Group

Few would dispute that Councils such as Edinburgh are now considerably more constrained in their ability to shape local transport, particularly because of finance. Therefore they need to pay ever closer attention to using their resources effectively.

Transport policy is plagued with fanciful 'silver bullets', canards, and distractions. The constraints noted above mean the Council needs to avoid ruthlessly any wild goose chases. Therefore, the Council should be ambitious but absolutely hard-headed about its priorities. We hope our following comments help provide some focus on these.

Commentary on the Actions proposed in the draft PTAP

For convenience, we have copied the full list of Actions as amended by Transport and Environment Committee in February 2023, but comment only where we believe it is required.

Addressing Climate Emergency

- PC1 Deliver a programme of behaviour change interventions, focusing on key priority groups
- PC2 Work with operators to deliver options for a net zero carbon fleet
COMMENT 1: generally, actions beginning 'we will work with' are vague. Operators determine vehicle procurement, albeit sometimes influenced by Scottish Government funding. It would be prudent to ensure that PC2 does not require significant Council staff time.
- PC3 Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric/hydrogen fleets
- PC4 Review of depot infrastructure and charging requirements to support a fully electric/hydrogen fleet
COMMENT 2: we cannot see a Council role, except perhaps as Planning Authority if/when appropriate.

Providing Safe, Affordable and Accessible Public Transport

- PT1 Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations
- PT2 Improve travel experience for disabled users including more information on space availability
COMMENT 3: preventing parking at bus stops needs particular attention. We also agree with Living Streets Edinburgh Group that Floating bus stops undermine the confidence of some bus users, especially blind people, to the extent that some people will avoid using them altogether.
- PT3 Deliver Edinburgh Tram/Lothian Buses integrated ticketing
COMMENT 4: PTAP aims for tap tap cap to be integrated by "end 2025". While it doesn't impact on concessionary fare users, it runs counter to PC1 (Changing minds, changing behaviour) for the vast majority of car users, thereby undermining the overall CMP. This element needs to be accelerated.
- PT4 Continue engagement on concessionary travel/free under 22 travel on tram
- PT5 Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail
COMMENT 5: as above, vague; perhaps understandably, as the subject has been discussed for many years with little progress. It would be easy to

Stakeholder: Edinburgh Bus User Group

waste a considerable amount of unproductive staff time on this. It is likely that Transport Scotland will lead any progress on this.

- PT6 Complete Trams to Newhaven operations and handover
- PT7 Continue ongoing programme of shelter replacement
COMMENT 6: as EBUG's bus stop audits show, the quality of the infrastructure and environment at the beginning of each bus journey, which is a key factor for impacting travel behaviour, is inconsistent. Along with PT8 this needs prioritised attention.
- PT8 Replace existing on-street bustracker signs with multi operator information signs
- PT9 Strengthen partnerships with the taxi and private hire car trade and car club partners as key providers of the city's shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility
- PT10 Ensure existing taxi-rank requirements are protected –general locations and capacity; continue to review provision to deliver additional capacity in consultation with the taxi trade
- PT11 Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable

COMMENT 7: DRT is a 'no-brainer' concept that has been discussed for years but rarely progresses except in specialist situations. We understand that Edinburgh's Dial-a-Bus is highly valued by its users, but is a specialist service. We recall two attempts by larger operators to introduce generally available DRT, but these were discontinued. EBUG is as perplexed as many others as to why DRT is not more widespread. We can only offer our impression that a key factor is a very close connection to its potential ridership; it may well be best delivered by small operators who can provide a highly personal service.

- PT12 Support development of Mobility as a Service (MaaS) in Edinburgh
COMMENT 8: given our earlier comments, we feel it is time to challenge MaaS. It appears to be a concept that has been aired for some time, but does not address the question 'what is it for?' It has the hallmarks of other tech products touted by their developers as futuristic or innovative, but actually less useful and more expensive than traditional products; often designed to lock users into a buy-replace cycle.
- PT13 Deliver enhanced public transport solution through use of Data Driven Innovation (DDI) experts

Delivering a Reliable and Efficient Network to Support Growth

- PG1 Deliver outcomes from the Circulation Plan to ensure that the bus network continues to support strategic priorities including improved accessibility, integration and traffic reduction,
- PG2 Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments
- PG3 Extension of bus lane operating hours
COMMENT 9: very welcome, but needs to be accompanied by consistent enforcement.

Stakeholder: Edinburgh Bus User Group

- PG4 Deliver bus priority through the UTC/UTMC and AVL at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times
- PG5 Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure
COMMENT 10: We strongly welcome the motion at TEC (February 2023) to note previous concerns regarding 'Bus Stop Rationalisation', and that any plans to move/combine bus stops should consider accessibility, be mindful of service reliability, aim to increase patronage, and be informed by public engagement etc.
Nevertheless, given recent history, we are wary of the wording in the draft PTAP. Note Comment 3 above: preventing parking at bus stops, and improving the bus-footway interface, would generally improve boarding times; as would the elimination of bus bays (especially if linked to installing bus boarders). That is the kind of 'realignment supporting faster journey times' that we support.
- PG6 Deliver additional bus priority interventions through the Bus Partnership Fund (BPF) and
- other funding sources, helping to support the aim of a 25% reduction in peak bus journey times on key corridors and hotspot locations
COMMENT 11: very welcome.
- PG7 Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area
COMMENT 12: as with Comment 8, we are far from convinced by the Mobility Hub concept. We understand the nature and benefits of Interchanges, but the Mobility Hub concept seems to be an overdeveloped, overcomplicated, and expensive case of Interchange suffering from Scope Creep. What is needed are clearly sign-posted and easily navigated interchanges throughout the on-street PT network.

Enhancing Regional Connectivity

- PR1 Identify additional city centre terminating capacity (East and West Ends) to support growth
- in regional bus services
- PR2 Consider future options for the bus station
COMMENT 13: Edinburgh Bus Station is, in many respects, an exemplar of an unpretentious, functional and practical facility. There is, of course, always room for improvement, but we would urge the Council not to throw the baby out with the bathwater.
- PR3 Enhance interchange:
 - between rail, tram, bus and active travel
 - between radial and orbital bus services
 - across the city centreCOMMENT 14: see also Comment 12. As set out in this draft, this is an important and pragmatic approach. We are much more convinced of its benefits than 'Mobility Hubs',
- PR4 Deliver regional Park & Ride/Choose strategy so as to expand existing and deliver new park and ride capacity.
COMMENT 15: We recognise the role of Park & Ride in the transport mix. However, sometimes it is seen as a panacea. It is often forgotten that there are already many thousands of P&R spaces, both rail and bus-based, around Edinburgh. We refer you to the 'Round up' section of this item on

Stakeholder: Edinburgh Bus User Group

EBUG's website <https://edinburghbususers.group/council-election-manifestos-2022-whats-in-them-for-buses#more-8252> . Existing P&R need to be better sign-posted, attractively priced (parking+travel combined, with city centre shopping discounts) and along reliably enforced bus lanes.

- PR5 Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region
- PR6 Deliver North/ South tram line linking Granton to the Bio Quarter and beyond
- PR7 Implement express and regional bus services (limited stops). This must be done in a way that avoids reducing public transport options for Edinburgh residents.
- PR8 Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects

COMMENT 14: as with Comments 1 and 2, the Council needs to be careful of overreach. In reality, Councils have few or no levers to pull with regard to Scotland's railways. One exception applies to PR9, given the Council's role as Planning Authority.

- PR9 Deliver Waverley Station Masterplan subject to Network Rail programme
- PR10 Consider future use of South Suburban Rail Line
- PR11 Working with partners, explore the opportunity for a Cross-Forth ferry

Place; Reducing Vehicular Dominance

- PV1 Support Edinburgh City Centre Transformation (ECCT) initiatives to reduce city centre traffic volumes on key streets
- PV2 Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance

Improve Governance and Coordination

- PS1 Deliver new governance arrangements for council owned public transport operators
- PS2 Align strategic business planning and operational management of the council owned public transport companies with the city's transport policies and programmes

COMMENT 15: Transport progress in the UK is bedevilled by debates about organisation and structure. It is difficult to avoid the conclusion that such debates often illustrate that discussion is often a substitute for action. Therefore, the Council should avoid unduly expending time, energy and resources in this area. A key outcome of any organisational structure for Edinburgh Tram and Lothian Buses must be collaboration resulting in an integrated travel experience for all PT users.

- PS3 Deliver Edinburgh Bus Alliance/Bus Service Improvement Plan

Comments on The City of Edinburgh Council's draft Active Travel, Road Safety, Air Quality and Parking Action Plans

In commenting on the Active Travel, Road Safety, Air Quality and Parking Action Plans, we submit this general statement which applies to all these Plans.

We have submitted separately comments on the Public Transport Action Plan, but note this general statement regarding overarching issues with all the Plans:

Stakeholder: Edinburgh Bus User Group

EBUG believes in a working partnership between the Council and bus operators which recognises that each should focus on what it can do, and what it does best.

The Council must increase the budget and capacity of the Council bus team and focus more pro-actively on delivering tangible improvements for bus users.

Investment

- Improve coordination of bus and tram timetables and integrated ticketing
- Radically improve the funding for “commercially unviable” routes such as services calling at key destinations and from poorly served rural and suburban communities.

Better Bus Stops

- Complete a programme of bus stop renewal and improvement
- Review the provision of bus shelters, always prioritising bus user needs
- Complete early renewal/refreshment of real-time information on street displays
- Reduce walking distances at interchanges (e.g. bus/tram/train).

Highways

In order to improve travel times and reliability, more bus-friendly highway infrastructure is needed;

- Expand the overall number and extent of bus lanes, and their width where possible
- Extend bus lane/gate operating hours to 7am-7pm, 7 days a week
- Ensure that bus lane rules are properly enforced.

Bus Users' Needs

Access to appropriate public transport is fundamental. Bus users are all pedestrians for part of their journey. Pedestrians are at the top of the urban transport hierarchy.

- Protect the needs of people with visual, mobility or other impairments;
 - Current Floating Bus Stop designs do not meet these needs and should not continue to be rolled out
 - Cutting stops and increasing the distance between bus stops discriminates against older and less able bus users
- Bus services should be reviewed, to meet user need /demand, including a focus on orbital routes and linking neighbourhoods
- Bus services through the city centre must be retained, rather than cut back by a 'to not through' policy.

Additionally, with regard to the Active Travel Action Plan:

Action J17: Annually review & update of ESDG to align with emerging best practice/reflect lessons learned from use

***COMMENT:** We would like to see a clear commitment that whenever the Edinburgh Street Design Guide is updated, proposed changes which may impinge on bus use are clearly flagged in advance.*

ATAP EIA

'Floating bus stops, floating parking spaces and continuous footways can be difficult for some people to navigate and there is some concern from user groups that these may increase pedestrian/vehicle conflict resulting in stress and/or confusion over user priority...

Stakeholder: Edinburgh Bus User Group

Mitigation: A fundamental principle of the floating bus stops is that the street markings clearly indicate to people cycling that they should give way to people embarking/alighting buses'

COMMENT: Note the widely cited phrase 'Paint is not segregation'

Stakeholder: Uber

Response:

Edinburgh City Mobility Plan 2030: Uber response

Thank you for the opportunity to respond to this consultation. Uber supports the overall objectives set out in the City Mobility Plan and we believe that we can play our part in supporting its delivery. We welcome proposals to strengthen partnerships with the taxi and private hire car trade and to develop an access strategy for taxis and Private Hire Cars (PHCs) in the city centre. Below we set out our response to the proposals as they relate to access for Private Hire Cars (PHC).

Uber in Edinburgh

Around 2.4 million Uber trips have been completed in and around Edinburgh so far this year, with over 1,400 licensed drivers active on the Uber app. We also know that people from 127 countries have used an Uber when visiting Edinburgh.

We have committed to becoming a zero-emissions mobility platform in Europe and North America by 2030, and globally by 2040. To realise this goal, we have launched partnerships with EV providers in the UK to offer discounted vehicles to drivers and are sharing insights with cities around the most suitable location for charging infrastructure. We have also launched Uber Green in London - enabling riders to specifically request an electric vehicle in our app – and hope to roll it out to more UK cities in the coming years. In the UK, our goal is to become a travel super app following the launch of Uber Travel in Autumn last year, making international and domestic train tickets available through the app, along with intercity coaches, international flights and nationwide car rental, building on the existing options of PHCs, e-bikes, e-scooters and Uber Boat by Thames Clipper in London. In the context of Edinburgh, our platform has the capacity to bring people to the city and ensure they travel around by the most efficient and sustainable means possible, using the right mode for the right journey.

Providing PHCs with access to George Street

Given our work to date on sustainability and multimodal travel, we are supportive of Edinburgh's City Mobility Plan, including efforts to improve air quality and access to cleaner forms of travel.

However we believe the specific aspect of the George Street regeneration proposals that restricts access of PHCs runs counter to these goals while also offering a poor experience to customers in the city. Limiting access to the most direct route between points, while also restricting PHC use of bus lanes, will result in longer, less efficient journeys for passengers and will likely increase congestion and carbon emissions, while worsening air quality, as PHC drivers are forced to take circuitous routes.

Stakeholder: Uber

In addition, a large proportion of passengers who use PHCs do so as they have access and mobility requirements - further limiting the ability of PHCs to navigate the city's streets therefore has the potential to disproportionately impact this community.

We would welcome an opportunity to discuss these points further, and potentially what more we can do to realise Edinburgh Council's vision for transport in the city, by sharing our insights on multimodality and electrification. As things stand however, creating an unlevel playing field between taxis and PHCs will not achieve these goals and result in a worse experience for consumers and businesses in the city centre.

We formally request a meeting with yourselves to discuss these matters further.
Yours sincerely,

Matthew Freckelton

Head of Cities, UK

Stakeholder: Enterprise Holdings**Response:**

Dear Cllr Arthur,

I am writing you as Business Rental Sales Manager for Enterprise Holdings in response to your ongoing consultation on the City Mobility Plan.

As the current car club provider for Edinburgh City Council with c.185 low emission vehicle car clubs in Edinburgh, along with two city centre daily rental branches, we would be delighted to work with you to strengthen your shared mobility offering and we look forward to achieving the Action Plan's target to expand car clubs by 2030.

Car clubs reduce reliance on private car use by providing cleaner vehicles to the local community, tourists, and local businesses. This significantly contributes to air quality improvements and reductions in congestion as consumers use a car as and when they need it rather than as their default mode. In this way, car clubs complement a range of action you are proposing including public transport and active travel action plans. They play an important role in ensuring your overarching transport matrix can support the range of differing needs, ages and abilities of Edinburgh's residents and visitors.

Recognising your ambition to build tens of thousands of homes over the next decade set out in the Local Development Plan and to remove the need for residents to have to own their own cars, we would like to highlight daily rental as a viable sustainable supplement to support this.

Daily rentals provide access to low emission vehicles on demand without the structural requirements for car ownership. Importantly, we strongly support your ambition to reduce transport poverty alongside this, as a complex issue requiring a range of resources, daily rentals remove the additional pressures of needing to own a car.

As the UK's largest vehicle rental and mobility provider, we support the council's City Mobility Plan in recognising that a sustainable transport system not only addresses

Stakeholder: Enterprise Holdings

climate change but also contributes to increased economic productivity, reduces transport poverty, and creates more resilient communities.

We would like to discuss in more detail your car club expansion plans and to understand your vision for introducing new technology to improve safety, standards, and accessibility in shared mobility to ensure the highest standards are upheld. Enterprise is already involved in Scotland's biggest Mobility as a Service trial in partnership with HITRANS which was recently named Most Innovative Transport Project of the Year Award at the Scottish Transport Awards. and would welcome the opportunity to discuss with you the opportunity to incorporate a Mobility as a Service solution into the City Mobility Plan. If this is of interest, please do let us know a suitable date. We would be delighted to host this at one of local branches or at a location of your convenience.

Kind regards,

Murray McAdam
Business Rental Sales Manager
Enterprise Holding

COMMUNITY COUNCILS

Stakeholder: Grange and Prestonfield Community Council

Response:

“The programme’s ambitions must be attainable, deliverable in measured steps: Pedestrian focused; Mobility enhancing; Cyclist sensitive; Business economy supportive; Led by Lothian Bus; Car driver compatible; Value for money; Reappraised readily, with an open mind; Not compromised by yet further tram expansion ‘fantasies’. (No single issue or element within the ‘plans’ can dominate. But above all, the local economy which keeps the city alive must not be jeopardised.)

Stakeholder: Southside Community Council

Response:

“Enforcement of current and future traffic violations would have a huge impact on driver behaviour, even if it was only for a short period. At the moment, because there is almost no enforcement of speeding, pavement parking, close passing and driving through red lights, drivers do not feel the need to obey the law.”

Stakeholder: Sighthill, Broomhouse & Parkhead Community Council

Response:

“Removing lampposts that are in the middle of pavements is a must. Removing all parking is unfair in the older generation that may not qualify for a blue badge. Pushing traffic out of the town will only bottleneck surrounding communities which in turn pushes up carbon emissions where residents live, opening up all streets will filter out all traffic as not everyone lives in the one area.”

Stakeholder: Morningside Community Council

Response:

“Encourage electric bikes for short journeys. Develop Park and ride to reduce traffic on the A702. More bike priority lights at traffic lights. Reduce large lorries through the shopping areas. Extra charge for parking of large cars, SUV etc. Increase council tax on business car parking.”

Stakeholder: Murrayfield Community Council

Response:

“Promote use of rail travel for journeys from outwith the city e.g. Winchburgh. Parking restrictions must be accompanied by continued provision for loading and unloading. Lessons must be learned from the construction of the CCWEL.”

Stakeholder: New Town and Broughton Community Council

Response:

Questions on Walking and Wheeling

Question 6.

We believe that all of these measures are important or very important to make walking and wheeling in Edinburgh easier and safer, but their relative importance will vary according to the specific location in which the measures are being considered. Maintenance of footpaths is critical to ensure that they provide a safe place for people to be walking around the city. It is important that there is a suitable balance between investment in new infrastructure and continued expenditure on the maintenance of existing footpaths. Likewise, there is no point building wider footpaths if the Council subsequently grants table licences to businesses to allow them to use this space for commercial purposes, especially in busy areas where the 3m minimum width should be respected at all times.

Question 7.

Our prioritisation does not take account of specific requirements that may exist in particular locations. There should have been an option to prioritise areas near schools as this should be an important focus in making it easier and safer for people to walk to school often while wheeling.

Question 8.

While improving junctions and crossings to make them easier for pedestrians is to be welcomed, the widening of footpaths to meet or exceed current guidance is by far the most important of these options, not just in busy locations. Too many footpaths are below the absolute minimum let alone the recommended widths specified in the Edinburgh Street Design Guidance. This should be a clear focus in the Active Travel Plan as it can contribute more to pedestrian safety than many other proposed initiatives.

Questions on Cycling

Question 10.

The question is too simplistic and is unachievable in many parts of the city. The examples illustrated are not viable on all routes as is suggested by the question nor justified by the numbers of people who are likely to use that infrastructure. Given the planned investment in cycling infrastructure outlined in the City Mobility Plan it is surprising that more effort has not been made in this exercise to understand the community's views on cycling and the impact of cycle infrastructure on pedestrians and other traffic. There has been a large increase in the number of electric bikes including cargo bikes. These bring additional hazards for pedestrians and other road users. Many of the existing cycle ways are too narrow for the larger cycles now being used. Also, the lack of any restrictions on the

Stakeholder: New Town and Broughton Community Council

speed of cyclists is a cause for concern which should be addressed in the Active Travel Plan especially where they are sharing space or in close proximity to pedestrians.

Questions on Public Transport

Question 11.

Getting more people to use public transport is critical to the achievement of the Council's goals for reduced car mileage and atmospheric emissions. The location and design of bus stops/shelters are important to making public transport viable especially by those with mobility limitations. The introduction of new cycle paths on space previously allocated to pedestrians has resulted in new hazards for bus users. There needs to be adequate space around bus stops to allow passengers to wait. The use of individual bus stops by multiple services creates problems for passengers getting on and off buses as well as adding to congestion and delays for bus services. We note that there is no mention of the promised network review of bus services. Until this review is undertaken there is a danger that the options identified will merely be tinkering around the edges of addressing the major issues with public transport. We also note that the section does not mention Trams but is totally focussed on buses. Given the investment that has been made in the tram system and that planned for the future it is important use of this mode is encouraged to reduce the number of other vehicles including buses that are sharing the tram routes. While we have said that improved seating and lighting is not so important, we recognise that particularly in quieter areas with less street lighting having adequate lighting will be important to people waiting at bus stops in these areas to feel safe.

Questions 12, 13 and 14

From a Community Council perspective these questions cannot be answered with a simple yes or no response; we understand that different members of our community will make different decisions based on their individual circumstances and mobility. "Little further" to one person can mean something totally different to another.

Question 15.

The presence of bus lanes will only help if there is effective enforcement of the parking and loading restrictions already in place. Before new infrastructure is added to streets, the overall impact on traffic movement and congestion must be assessed. It may be appropriate to identify certain routes into the city as being bus priority routes to encourage people living in areas outside the city centre to transition from using their personal cars for commuting to using the buses. During the time that these bus priority lanes are operating all loading, waiting and parking should be completely prohibited and rigidly enforced. As noted above, however, there needs to be control of the number of buses using these routes and any bus stops along these routes to avoid congestion created by the buses. This requires that the network review of bus services is undertaken as a priority. One area that is not mentioned are the tourist buses including the hop-on hop off services over which it appears that the Council has no control. The excessive number of these vehicles operating on the busiest streets and at the busiest times has a detrimental impact on the free movement of service buses. The Council should lobby the Government for the ability to control the number and operation of these buses.

Questions about providing People Friendly City Centre

Question 16.

The city centre is not an appropriate route for vehicles travelling through the city. There however need to be a clearly marked and suitable alternatives. Just closing roads to through traffic will encourage drivers to seek diversions which may increase the traffic on residential streets. Although it is not mentioned there need to be efforts to reduce the

Stakeholder: New Town and Broughton Community Council

number of vehicles coming into the city centre for leisure purposes. After 5.30pm and at weekends many streets become clogged with cars and coaches bringing people into the city centre to the detriment of those living there and those using public transport.

Question 17.

Princes Street has too many buses passing through from one side of the city to the other resulting in congestion and lack of pedestrian space in parts of the street. The promised network review should consider the potential for a reduction in the number of buses using this road.

Question 18.

In Glasgow city centre kerb side parking is restricted to two hours maximum which encourages drivers to leave their vehicles outside the city centre and use public transport or alternatively use off street parking which is expensive and again avoids roads becoming car parks. There does however need to be a recognition that some drivers due to mobility or other issues will need to be able to park close to their final destinations in the city centre. Enforcement of existing restrictions and any planned further restrictions will be critical in achieving the expected benefits of this proposal.

Questions on Road Safety

Question 19.

While all of these measures may have a positive benefit for road safety, the enforcement of current speed limits and use of effective traffic calming measures to reduce traffic speeds will be more important. These elements need to be prioritised in the Council's planning and spend in most cases ahead of more expensive infrastructure changes. The Council currently regard an average speed of 24mph in a 20mph limit as being acceptable, but this does not recognise the hazards created by a minority of drivers who continue to travel at speeds well above this average. Council policy on reducing speeding should look at more than just the average speed of vehicles. At present there are no limits on the speed that cyclists can travel both on the road and on cycle paths adjacent to footpaths. Excessive speed by cyclists is a danger to them and to pedestrians. The Council should lobby the Government to allow them to introduce speed limits for cyclists.

Questions on Parking and Traffic

Question 21.

Clearly it depends on what space is available and the impact of any loss of that space is having on other road users or pedestrians. Again, proper enforcement of controls on waiting, loading and parking will have a greater impact.

Question 22

These streets should not be used for long term parking but often the businesses rely on people being able to make short stops nearby for their trade and for deliveries. Also, some drivers due to mobility or other issues will need to be able to park close to their final destinations in these streets and there should be suitable provision on or near the designated shopping streets.

Question 23

Across our community, all of these factors will play a part in the decision making of individual residents. Traffic speed and poor infrastructure for pedestrians are the most commonly mentioned factors.

Stakeholder: New Town and Broughton Community Council

Question 24.

There is not a simple answer to this question. Traffic calming may be a more appropriate tool for managing traffic volumes and speeds rather than road closures that can just transfer the problem to adjacent streets that remain open.

Stakeholder: West End Community Council

Response:

INTRODUCTION

The West End of Edinburgh currently faces several issues, unacceptable to residents, in relation to traffic management in the area. These are:

- Traffic (all types of vehicle) use the residential streets as through routes, instead of the main routes, such as the A8 i.e. 'rat running' is highly prevalent in these streets. It is a direct consequence of the displacement of traffic due to the trams, compounded by CCWEL. This displacement is likely to be increased with the introduction of the LEZ.
- There is a high volume of vehicles (cars, vans, HGVs) using residential streets as through routes, many not adhering to the 20 mph speed limit. This raises significant concerns for residents, both in terms of safety but also in terms of the liveability of these streets.
- The West End is predominantly a residential area, but current traffic levels and flows are not compatible with that i.e. we believe it should be a Low Traffic Neighbourhood (LTN).
- The residents of the West End have seen few benefits, if any, from the current infrastructure for traffic management. The focus of CEC appears to have been on people travelling in, out, and around the city for work or tourism. Few projects have, or are, being pursued to improve the experience of residents living on a street.
- Due to the focus on 'major' projects (e.g. trams, CCWEL, LEZ), there has been no resource (i.e. time, money) to address the problems facing West End residents, to mitigate issues resulting from such projects.
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Therefore, we have reviewed the City Mobility Plan (CMP) for Edinburgh and its associated Actions Plans and Future Streets framework, with reference to the above.

2. CONSULTATION RESPONSE

2.1. Summary

- The CMP does not sufficiently recognise the competing demands between MOVEMENT and PLACE. The plan contains 39 MOVEMENT policy measures, and only 7 PLACE measures. Of the place measures only one action is proposed to address through traffic – a low traffic neighbourhood.
- Due to the issues with high volumes of through traffic the West End should be selected for a low traffic neighbourhood (LTN). If the West End is not selected then the CMP, and associated action plans, offer nothing to address the issues of through traffic in the West End. Rather, application of the street space allocation framework, which has a limited concept of place, is likely to increase through traffic in residential streets. Place in the street allocation framework is limited to a good street environment for walking and wheeling, not place as a good place to live.

Stakeholder: West End Community Council

- The Active Travel Action Plan proposes extending the number of 20 mph streets. However, it contains no realistic actions for enforcing the speed limits in 20 mph streets. Speeding is a barrier to active travel, specifically cycling, but also a significant concern to residents in the West End. The current Council policy for enforcement focusses only on safety, with the bar set too high for any action to be taken. This policy needs to be changed, and short term actions added, to also look to improve the liveability of a residential street (CMP PLACE 4 Liveable Places).
- CMP PLACE 7 Street Design. The action plans only look to apply the Edinburgh Street Design Guidance to new streets and those streets selected by the Council for changes. To address speeding the CMP and associated action plans need to include actions to apply this guidance to existing residential streets where mean speeds are greater than 20 mph. Specifically, to apply guidance G6 Speed Reduction and traffic management.
- Trialling new street layouts (Active Travel Action p76) should not be limited to main roads, but apply to all residential streets where speeding has been raised as a concern and the mean speed exceeds 20 mph.
- There is too much focus on large, expensive projects. More budget should be allocated to make smaller changes to more residential streets to improve residents' experience of living in the city, not just moving around it. As speeding is a big concern the re-design of existing streets is essential to address this to make a street both more liveable for residents, and to create a safer environment for cyclists. The strategic use of existing budgets and Participatory budgeting both have a role here.

2.2. Detailed response

Mobility and Place

- It is called a mobility plan which suggests that mobility takes priority over place. The plan does not sufficiently recognise the competing demands between MOVEMENT and PLACE. The plan contains 39 MOVEMENT policy measures, and only 7 PLACE measures. Finding the right balance between the two is fundamental to getting it right. The planning and development of the transport network needs to consider the breadth of community needs, expectations and aspirations for the places they live and the roads and streets they pass through.
- There is no PLACE action plan.
- For the West End there is clear tension between PLACE and MOBILITY. PLACE (community needs, expectations and aspirations) demands a reduction in through traffic. MOBILITY seeks less traffic on the A8 to improve the public transport offering.
- Getting the balance right is essential for the West End community. To date the evidence suggests that mobility is given total priority. Place is only considered as a 'place to visit', not as a 'place to live'.
- The outcome, or impact, of this approach is evidenced in the West End. To accommodate the trams, changes to the road network were made. Restrictions were placed on the main roads to restrict access only to public transport and other authorised vehicles. Shandwick Place is fully restricted, both east- and west-bound. West Maitland Street is restricted west bound. The result was to displace traffic from the A8 onto adjacent residential streets. Despite being promised a post project review this was not carried out. CCWEL makes further changes to the road network for the cycle path. These changes do not reduce through traffic. Changes to Morrison Street to accommodate the LEZ scheme will see more traffic directed through the West End. The Haymarket junction is to be reviewed as part of the major junctions review. The focus for changes to the junction are to improve active travel. Place is not mentioned.

Stakeholder: West End Community Council

- At no point has the Council been willing to engage with the West End community to address these traffic issues.
- Recent dialogue with the Council suggests that for the West End, mobility is to be given priority over place. Place only applies to the A8/Haymarket Terrace.
- The CCWEL works currently being undertaken on Haymarket Terrace have resulted in the diversion of A8 traffic through the Crescents. An alternative solution was proposed by the WECC – the temporary relocation of the West-bound bus stops outside Haymarket railway station. The Council responded by advising that this alternative would create an “unacceptable sever in the public sector interchange”.

A recent dialogue with a CCWEL council official regarding the change to the Magdala Crescent junction advised that the council has no plans to reduce the through traffic in the Crescents as this would increase the traffic on the A8 and delay the buses.

In terms of the mobility plan a Councillor advised a resident that “However, the wider Council Transport Strategy, which only the Conservative Group opposed and which was supported by other political parties, means that it is likely that general traffic will be moved off the main routes onto more residential streets. This will leave the main routes free for public transport and active transport”.

- Making Haymarket Terrace a lovely place to be a pedestrian does not meet the wider community need to be able to enjoy living on an adjacent residential street i.e. a liveable street relatively free of through traffic.

Future Streets – the street space allocation framework

It is proposed that the street allocation framework is based on the sustainable transport hierarchy, the triangle with pedestrians at the top and cars at the bottom. Place in this hierarchy is about where pedestrians and cyclists visit, not place as somewhere to live.

The Council has set a target to lower the number of km travelled by car in Edinburgh by 30%.

The sustainable transport hierarchy does not include Freight and Servicing vehicles. Yet the CMP advises that the number of goods vehicles continues to rise - between 2007 and 2017 the number of heavy goods vehicles registered in Scotland increased by more than 10%. In the same period the number of light goods vehicles registered in Edinburgh increased by 17% to more than 13,000.

The sustainable transport hierarchy is proposed to be used for the draft decision framework as the principles for street space allocation.

In primary locations e.g. A8 Haymarket Terrace, application of the framework will prioritise the street environment over motorised traffic and put in place measures to improve bus journey times. Buses are to be given priority. For car /general traffic the framework will be to ensure a clear and coherent network of routes; and avoid delays that will have a significant knock-on effect to public transport or air quality.

- The hierarchy does not take into consideration the role of a street as somewhere to live, i.e. role of the street as a home. The draft decision framework principles therefore only look to provide a quality street environment for pedestrians and not improve the liveability of a street for home owners.
- As the street allocation framework does not take into account a residential street as a liveable place, the street space allocation framework is likely to lead to one of two outcomes. It will either force cars / general traffic off the primary route (A8) and

onto residential streets. Or it will make it attractive for cars and general traffic to use residential streets as a through route instead. This has already been the outcome for West End residential streets from the trams. Only public transport is permitted to use Shandwick Place, and West Maitland Street is similarly restricted westbound. Additional traffic lights and pedestrian crossings on the A8 from the trams make the adjacent residential streets, which have no such restrictions, more attractive. Further displacement of traffic to residential streets in the West End is likely after completion of CCWEL, as this again changes traffic flows and adds 2 additional crossing points on the main roads. The LEZ will also see a displacement of traffic from the Western Approach Road into the West End.

- Should a 30% reduction in car km be achieved, cars will be replaced by a freight and servicing vehicle increase in kms. This will result in a worse scenario for a residential street already suffering from through traffic.
- All plans to reduce car kms and the impact of freight and servicing are 'inspirational'. They are all carrot and no stick. The impact of failing to meet this target will fall on those residential streets which main road traffic has been displaced to. No mitigation measures are included in action plans for residential streets.
- Plans to require deliveries during certain hours could also have a negative impact if those vehicles use residential streets as through routes.
- Freight and servicing i.e. all commercial vehicles should be required to use the primary routes and not residential streets. Weight restrictions should be placed on residential streets.
- The outcome of the application of the street space allocation framework along the A8 Haymarket Terrace (i.e. the displacement of traffic to residential streets) directly conflicts with PLACE 4 which seeks to reduce or eliminate through traffic.

PLACE 4 – Liveable Places

'Create more liveable places by managing motorised vehicle access and traffic in the City centre, town centres and residential areas'.

- The action for PLACE 4 is for a low traffic neighbourhood (LTN). Which areas are to be considered for a LTN will be based on a priority approach. This action is a 'big project' approach. This approach is good for any area selected but offers no benefit to other areas for a considerable number of years, if ever.
- More needs to be done as short-term actions to improve the liveability of residential streets. The 20mph enforcement policy adopted by the Council only focusses on safety. Many West End residential streets suffer both high volumes of traffic, cars, service vehicles and freight, and speeding. But, because the criteria for enforcing 20 mph on a street is not met (the Council policy is a mean speed in excess of 24 mph plus actual accidents) no action is taken. Yet the liveability of a residential street will be improved if the street itself keeps vehicles to the 20mph speed limit. Noise, vibration and pollution will be reduced improving the outcome for residents.
- No actions are included in plans to bring all existing streets up to the standards set out in the Edinburgh Street Design Guidance. This guidance sets out a number of measures that could be applied to existing streets to reduce speed (G6 - Speed reduction and traffic management). Many of these are low cost. Many involve the strategic use of street furniture and residents parking to reduce speeds.
- The Council only considers large, high cost, projects. The WECC would like to see budget allocated to make officer time available to work with communities on how small changes could improve the liveability of a street – build outs, crossings to provide access to communal gardens, how parking spaces can be used redesigned to prevent speeding etc. With a plan for required changes to a street residents will know they are being listened to, and that change will come. Existing

Stakeholder: West End Community Council

budgets, such as those for re-lining parking bays, can be used to change the layout of parking rather than just to re-line existing bays. The community will know where a cycle store will be located, again located strategically to enforce the 20 mph speed limit.

- Participatory budgeting can have a role here. Making small changes in a number of residential streets will benefit and improve the lives of more residents. It would significantly improve the safety of all roads for cycling creating a safe secondary network.
- See also the more detailed WECC response to the Active Travel Plan below.

2.3. Active Travel Action Plan
Lower speed limits (page 50)

The Active Travel plan identifies that fear of the danger from motor traffic is a major deterrent for people choosing to travel actively, especially to cycle. In response the plan is to extend the number of 20 mph streets.

- The action plan proposes extending the number of 20 mph streets. However, it contains no realistic actions for enforcing this limit for streets which already have a 20 mph speed limit. Enforcement through Police Scotland is not realistic. The existing 20 mph enforcement policy needs to be revisited, to enable this policy to deliver on net zero, improve air quality and meet the PLACE 4 objective to improve the liveability of a residential street.

The Council's 20 mph enforcement policy

“At locations where concerns have been raised about non-compliance with the new 20mph speed limits, a seven day traffic speed and volume survey will be undertaken. Where the survey records an average speed outwith normal tolerance, this will trigger an investigation into the possible use of additional speed reduction measures. In a 20mph street, average recorded speeds higher than 24.0mph are considered to be outwith normal tolerance.

“The use of physical traffic calming measures would generally only be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.

Consideration of a location's collision history would be undertaken in line with the Council's existing Accident Investigation and Prevention process, which follows established national best practice in road safety engineering. Physical traffic calming measures would be considered at a location where three personal injury collisions, in which excessive speed is determined to be a contributory factor, have occurred within a three year period.

Physical traffic calming measures would also be considered at locations where local education and behaviour change/promotion activities and soft engineering measures have already been tried but where average vehicle speeds of higher than 28.0mph are recorded.

Due to the widely varying nature of streets within the city's road network, there may occasionally be exceptional circumstances under which it might be appropriate to consider the use of physical traffic calming measures even though the above criteria are not met. In these cases, officers will consider all available evidence and use their experience and professional expertise to decide on the most effective solution.”

Stakeholder: West End Community Council

The Active Travel Plan asks the question what's stopping people from cycling? The answer was safety, a concern about the interaction with motor traffic. The Active Travel Plan advises that over half of Edinburgh's residents feel that fewer motor vehicles and lower speed limits on their streets would help them walk and wheel more.

In response the Active Travel Plan proposes extending the number of 20mph streets. However, the Active Travel Plan fails to recognise that many of the existing 20 mph streets fail to keep the traffic speed at the 20 mph. The residential streets in the West End have not been designed to restrict the traffic to the legal limit.

Having a 20mph limit in place does not automatically result in vehicles travelling at this speed. It is the design of the street that makes this a reality.

The WECC believes the 20 mph enforcement policy is too narrow as it only considers safety issues. It does not actively contribute towards mobility, net zero, or seek to improve the liveability of a residential street.

The CMP MOVEMENT 21 Speed Limit reductions (page 64) sets out that the Council will work with Police Scotland to enforce speed limits. This is not realistic. When speed issues were raised on residential streets in the West End this resulted in a traffic survey and then no action, with Police Scotland carrying out one speed check. Nothing has changed and residents are still concerned about both the volume and speed of traffic. The 20 mph enforcement policy fails to address the concerns of Edinburgh residents and does not contribute to improving safety and thus encouraging Cycling and walking.

The 20 mph enforcement policy is strictly applied. If the mean speed recorded is less than 24 mph the response from the council is that no action will be taken. The mean speed in Magdala Crescent was recorded at 23.9 mph, for Douglas Crescent it was 22.5 mph.

The 20 mph enforcement policy fails to recognise the volume and the type of traffic that is travelling on a residential street. Traffic surveys undertaken in response to concerns from residents in Magdala Crescent and Douglas Crescent showed that approximately 30,000 vehicles use the Crescents as a through route. 15% of these vehicles being medium to heavy vehicles.

From the survey for Magdala Crescent, for a virtual week the volume of traffic a week is 28,795 vehicles. Of these 8,452 vehicles travel between 25-30 mph. 141 at 35-40 mph, 18 at 40-45mph and 2 at 45-50 mph and 1 at 50-55 mph.

From the survey for Douglas Crescent, for a virtual week the volume of traffic a week is 14,432 vehicles. Of these 2,939 vehicles travel between 25-30 mph. 520 at 35-40 mph, 12 at 40-45mph and 2 at 45-50 mph.

Yet the mean speed for Magdala Crescent is 23.9 mph and for Douglas Crescent 22.9 mph. Result: no action considered necessary. Looking at the volume of traffic and what a cyclist can expect from vehicles traveling these streets it is clear why cyclists are concerned about their safety. Hiding behind mean speeds just avoids recognising the impact that through traffic and the speed of traffic can have on a street.

The 20 mph enforcement policy also fails to take into consideration the 85th percentile speed. The 85th percentile speed defines the speed that 85 percent of drivers will drive at or below under free flowing conditions. Most people do not drive according to the posted speed limit, but account for the visual aspects of the street and a 'feel' for the street. For Magdala Crescent the 85th percentile is 27.0 mph, for Douglas Crescent is 26.8 mph.

Stakeholder: West End Community Council

The policy also fails to consider the liveability of a residential street, as a place where people live, their home. The travel action plan includes 'liveable neighbourhoods' (page 52) but the 20 mph enforcement policy fails to consider this.

The policy also fails to consider the type of properties in the residential street. The Air Quality Action Plan sets out that the "distance between the edge of road to residential façade can be as little as 2 metres. This type of urban design does not facilitate the dispersion of pollution.." This is the reality for the majority of residential properties in the West End. It also means that vehicles travelling in excess of 20mph create more noise and vibration, particularly medium to heavy vehicles. Diversions through the Crescents in recent years has also resulted in damage to historic properties due to these characteristics.

The policy also fails to consider net zero. Vehicles travelling at more than 20mph results in an increase in emissions. The policy should include a calculation of the amount of emissions that will be reduced from enforcing a 20 mph speed limit, taking into account traffic volumes and type of traffic.

The WECC recognises there are resource constraints. However, the Edinburgh Street Design Guidance (G6 – Speed Reduction and Traffic Management) contains a number of measures that could be introduced cheaply, using existing budgets or using participatory budgets.

For example -

The guidance advises that Street dimensions can have a significant influence on speeds.

The guidance indicates that this can be achieved through varying the carriageway widths, through on-street parking, build-outs, refuge islands, street furniture etc. Street furniture can be used strategically to tighten the carriageway at key points to reduce speed.

The guidance also suggests different surface materials, contrasting surface materials to highlight crossings etc.

Having a budget which makes officer time available to work with communities on how the above elements can be used to reduce speeds on residential streets would mean that more streets are improved rather than a couple of areas lucky enough to be selected for a LTN. This would be an effective use of budget.

Smaller, incremental improvements, could achieve a step change if officers were made available to work with community councils on street design for their area. The small changes envisaged reflect the approach in London where community groups can work to trail and propose changes to their streets.

Trialling new street layouts as part of the development and delivery of routes (page 76)

- Whilst the WECC supports the use of trialling new street layouts it is disappointing that, as usual, the focus is on main roads and high streets, with a focus on mobility with place being limited to a place where people congregate rather than where they live.
- Trialling new street layouts should be extended to existing residential streets to enable them to be re-designed to address speeding (see response to 'Lower Speed Limits' above). This will address resident's concerns, improve the liveability of a street, and make streets safer for cyclists.

Stakeholder: West End Community Council

Creating pleasant, people-focussed Liveable neighbourhoods (page 52)

The Action plan advises that “As well as developing new connections between neighbourhoods for people of foot, wheeling or cycling, we want to reduce the amount of rat-running through our neighbourhoods. Our neighbourhood streets should be places that everyone feels safe to walk, wheel, cycle and spend time in.

As we move this plan forward, we will undertake a citywide assessment, looking at which of our neighbourhoods and streets are most vulnerable to ‘rat-running’. We will look at where changing our neighbourhood streets could effectively reduce traffic dominance (whilst still allowing access by car for local people).”

Action J7: Take forward a programme of Liveable Neighbourhoods, prioritised using a citywide analysis.

- This action is a ‘big project’ approach. This approach is good for any area selected but offers no benefit to other areas for a considerable number of years, if ever.
- Short term measures should be included in any action plan to improve the liveability of more residential streets – trialling new layouts to enforce 20 mph in residential streets (mean speed 20 mph) (see response to ‘Lower Speed Limits’ above)
- The WECC would like to see budget allocated to make officer time available to work with communities on how small changes could improve the liveability of a street – build outs, crossings to provide access to communal gardens, how parking spaces can be used redesigned to prevent speeding etc. With a plan for required changes to a street residents will know they are being listened to, and that change will come. Existing budgets, such as those for re-lining parking bays, can be used to change the layout of parking rather than just to re-line existing bays. The community will have know where a cycle store will be located, again located strategically to enforce the 20 mph speed limit.
- Participatory budgeting can have a role here. Making small changes in a number of residential streets will benefit and improve the lives of more residents. It would significantly improve the safety of all roads for cycling creating a safe secondary network.

Engaging with Communities and Stakeholders (page 75)

The Action Plan advises that “It is important that communities and street users have a say in how the streets they live on and use look and feel. Through asking communities and stakeholders for their input and local knowledge on each project that we take forward, we will seek to ensure our streets work as well as possible. Where possible and appropriate, we will co-design schemes with our communities’ input.”

- The Council is only seeking to engage with communities and stakeholders for those projects they have decided to take forward. There is no proposal to engage with communities where no project/plan exists.
- As set out above the WECC considers that budget should be allocated to make officer time available to work with communities on how small changes could improve the liveability of their streets.
- Existing budgets and participatory budgets should be made available to implement changes to streets to improve the liveability of a residential street.
- The WECC would welcome such engagement with the Council to improve the liveability of residential streets in the West End.

Number Plate Recognition (to regulate street access) (page 74)

Stakeholder: West End Community Council

The action plan identifies that the Council would like to see in Edinburgh the use of Automatic Number Plate Recognition (ANPR) to support the enforcement of closing streets to through-traffic. This can be at all times of day, as for streets closed to create low-traffic neighbourhoods, or just at specific times of day, such as with school streets.

Action J29: Call on Scottish Government/Transport Scotland to make legislative changes that enable innovation, including widening the legislative scope for ANPR to aid delivery of interventions like liveable neighbourhoods and school streets.

- The WECC supports this action. The criteria as to how this is to be applied will be critical as to whether this will improve the liveability of residential streets.
- The WECC response to the mobility plan, that getting the right balance between mobility and place, applies equally here. If this balance is not achieved this action will not benefit those that live on residential streets.

Reducing road widths and kerb radii at side-road junctions, and raising pedestrian crossing points (page 17)

- The WECC supports this action. The following junctions should be included in this project –
- Magdala Crescent / Eglinton Crescent junction
- Palmerston Place / Rothesay Place junction
- Chester Street/ Drumsheugh Gardens junctions

The Palmerston Place / Douglas Crescent junction was changed a few years ago. This junction is failing as large freight vehicles just drive over the pavement. This has been reported but no action has been taken. This junction should be included in the project to make it effective.

Stakeholder: Cramond and Barnton Community Council

Response:

Cramond and Barnton Community Council (CBCC) has reviewed the Active Travel Action Plan (ATAP) and makes the following observations.

- a. **Support for key principles.** CBCC supports in principle many of the key principles and objectives underpinning the Mobility Plan and ATAP, including 20 minute neighbourhoods, 20 mph streets, the Accessible Streets Initiative, Action for Better Crossings and development of a quality, well-maintained and traffic-free path network.
- b. **Vision** – The stated vision is ‘Edinburgh – a walkable and fully accessible city and a city where cycling is a realistic choice for all’. Cycling will never be a ‘realistic choice for all’ as many members of the population have personal mobility constraints. The vision would be better phrase as something like ‘Edinburgh – a fully accessible City offering opportunities for safe and convenient walking, cycling and wheeling for its residents and visitors.
- c. **Commitment to public engagement.** The CBCC notes the T&E Committee Convenor’s commitments to ‘... learn lessons from ‘Spaces for People making sure we engage appropriately with communities before making changes’. We will be watching progress on this with interest, as CBCC’s past history of engagement on active travel proposals has been extremely poor,

despite our desires to ensure that cycle routes, etc. take full account of our community's knowledge of local travel patterns, safety issues and traffic management opportunities. For example, we have been seeking appropriate arrangements for a permanent active travel route on Cammo Walk for over 8 years without success and with s.75 developers' contributions being available for this development.

Community engagement on active travel provision needs to –

I. **be undertaken from early stages of the initiation of active travel proposals**, rather than at a later stage, when designs have been largely completed and communities are presented with little opportunities for change;

II. **not only be part of the design process for new routes, but also take account of potential safety hazards and other local issues and possible solutions to these identified by communities.** On several occasions our community, with professional support, has developed proposals for enhancing the safety of key routes (e.g. NCN 1, Silverknowes Promenade) only to have these dismissed by the Council's traffic management staff with no reasoned justification.

d. **Renaming the 'Quiet Routes Network' as the 'Edinburgh Cycle Network'** (Proposal C3). CBCC has significant concerns over this proposal. Currently, much of the current and proposed cycle network comprises railway paths, quiet streets, promenades and other such routes, used by both pedestrians and cyclists. While these will form part of the developing Edinburgh cycle network, they also are part of Edinburgh's walking network. If these are only 'labelled' as 'Edinburgh Cycle Network' routes, this may give cyclists the perception that they have priority, or sole use, on such routes, to the detriment of walkers' and others' safety and enjoyment.

e. **Maintaining the Cycle Network.** Action C6 refers to maintaining the wider road network for use by cyclists (e.g. by improving advanced stop lines, cycle lanes, etc.). This ignores the on-road hazards to cyclists of potholes, collapsed manholes, gaps between resurfaced sections, etc., especially in the approximately 1m wide corridor from the kerb-line primarily used by cyclists. Also, more attention is required to seasonal issues such as the build-up of leaves and waterlogging of sections of the existing cycle network in autumn and winter.

f. **Use of E-scooters** – The ATAP envisages the use of e-scooters on cycling infrastructure and shared use paths, '... assuming appropriate limits on speed are in place'. This is of concern, especially to users of shared use paths, as e-scooters (and e-bikes) are largely silent and many people do not hear their approach – especially from behind. CBCC considers that the use of e-scooters should not be allowed on such routes unless they have speed limiting mechanisms and registrations. We recognise that such requirements will require legislation or regulations by the Scottish Government.

Effective 'policing' of speeds on footways and other off-road paths will be necessary, but may be difficult to achieve.

g. **'Alternative to Salveson Steps'** – CBCC welcomes identification in the ATAP of the need for improved and all-abilities access along the River Almond Walkway at the Salveson Steps, insofar as practical given topographical and other constraints. A solution to current constraints posed by the Salveson Steps is of priority to our community and its visitors. Contrary to the statement in the ATAP,

Stakeholder: Cramond and Barnton Community Council

the community and Council have not agreed a solution and options are still being assessed. CBCC has particular concerns over design and rea/perceived safety issues regarding the current tunnel option being explored by the Council, Sustrans and Friends of the River Almond Walkway.

h. **‘Making our streets safer and more enjoyable places to be’**

(J10). CBCC strongly supports this action and has put forward proposals to achieve improvements to on-road and off-road sections of NCN 1 in West Edinburgh, but these have been dismissed by Council officers without debate. We wish to see a prioritisation of actions to make existing routes safer, rather than current policies which tend to solely focus attention on the development of new routes.

There is a need to review certain design features of cycle routes (e.g. use of bollards on concrete bases to demarcate cycle routes, such as on Drumbrae), as members of the community have complained about the visibility of these at night.

i. **‘Changing minds, changing behaviours’.** The ATAP presents a series of actions under the ‘Changing minds ...’ heading. These should include continuing and enhanced activities to promote more responsible and considerate behaviour by cyclists routes (e.g. use of bells or other warnings to alert walkers of cyclists’ approaches especially from behind, reducing speeds when approaching walkers or wheelers) and dog walkers – especially where dogs may hinder or obstruct passage by cyclists on shared use paths.

j. **Appendix 3: Table 1: Schemes to be delivered by 2026’ – Cammo Walk**

The Table suggests that Cammo Walk (currently subject to an ETRO) will be permanently closed. While CBCC supports the provision of an active travel route, it has a long-standing policy that the Council should either provide off-road segregated walking and cycling routes, while reinstating south-bound traffic on Cammo Walk, or, preferably, the closure of Cammo Walk to vehicles to enable segregated walking and cycling provision, subject to the provision of traffic lights at Cammo Gardens/Maybury Road junction to prevent severance of a proportion of the Cammo and Strathalmond communities, due to traffic hazards at the junction.

PUBLIC TRANSPORT ACTION PLAN: RESPONSE FROM CRAMOND AND BARNTON COMMUNITY COUNCIL

Cramond and Barnton Community Council (CBCC) has reviewed the Public Transport Action Plan (PTAP) and makes the following observations.

a. **Support for key themes and Vision.** CBCC supports, in principle, many of the key themes and objectives underpinning the Mobility Plan and PTAP, including - the creation of safe, affordable and accessible public transport, delivering an efficient public transport network, enhancing regional connectivity, reducing vehicular dominance; and improving the governance and coordination of public transport. We support also the Vision: ‘Edinburgh will be connected by a safe, efficient and more inclusive net zero carbon public transport system, accessible to all.’

b. **Support for Improvements to accessibility and use of public transport.** CBCC strongly supports the action proposals to enhance accessibility, integrated booking, ticketing and payment systems, multi-operator information, shared mobility schemes (e.g. taxis, car clubs), etc., as outlined within PT Actions and envisaged as delivery of the ‘Mobility as a Service’ (MaaS) concept.

c. **Bus priority measures.** While supporting the use of technology to speed bus journeys (e.g. Urban Traffic Control and Automatic Vehicle Location systems), CBCC has reservations on the introduction of new of bus lanes on some sections of key highways. For example, CBCC would be likely to oppose any introduction of bus lanes on Queensferry Road between Blackhall and Barnton, due to carriageway limitations, increased traffic congestion and air pollution, additional costs to the City's economy, and displacement of traffic onto less suitable local routes (e.g. Whitehouse Road, through Davidsons Mains). In such cases, priority should be given to reducing commuting by private vehicles, especially from out-of-town origins (see d.), possibly through a charge on out-of- town commuters entering the City boundaries at peak times.

d. **Reducing into-City commuting.** The data in Section 4 on Transport demand clearly show the pressures on key transport arteries – especially from origins to the North and West of Edinburgh (e.g. West Lothian, Fife). Most of these journeys comprise commuter trips. In such cases, CBCC would strongly support actions such as –

- peak period road charging on out-of-town users of key commuter routes into Edinburgh - especially single-user vehicles;
- provision of more Park-and-Rides and transport interchanges on the periphery of the City or just outside the City's boundaries (PR4);
- provision of a fast passenger ferry(ies) from Fife (e.g. Burntisland, Kirkcaldy) to Granton/ Newhaven and/or Leith to link with Edinburgh's bus and tram networks (PR11).

e. **Role of Planning within delivery of the PTAP.** We welcome the intentions:

- to plan and provide public transport services for new developments from a much earlier stage in their construction than at present (PG2)
- to include mobility hubs within new developments (PG7). In our view, all major developments (e.g. 500+ households) should have at least one mobility hub, including bus services and sheltered waiting areas, car club stances, bike hire/storage facilities and 'click and collect' goods facilities.

Such provision has been woefully lacking in recent/current North West Edinburgh developments (e.g. Cammo, Maybury, West Craigs)

f. **Governance Reform of Council-owned Public Transport Companies.** CBCC is very aware of a lack of influence on, and joined up thinking and actions between, the City Council and Lothian Buses, with public needs and aspirations not, or only partially, being met by the latter, largely due to commercial considerations having primacy. The lack of prior consultations by Lothian Buses on proposed changes to timetables and routes subsequently imposed in May 2023 led to widespread dissatisfaction amongst our, and other Edinburgh, communities and has reduced accessibility to local schools and shopping centres, contrary to the Council's sustainable travel policies. We support, therefore, intentions for the PTAP to deliver, insofar as the current legislation allows, –

- new governance arrangements and better alignment of the business planning and operational management arrangements of public service transport operators with the Council's policies and programmes (PS1, PS2);
- an Edinburgh Bus Improvement Plan (PS3).

g. **Barnton to Maybury/Gyle bus service, as part of the proposed Orbital Bus Service.** CBCC strongly supports the provision of a bus link(s), as part of a

Stakeholder: Cramond and Barnton Community Council

City-wide Orbital Bus Service, between Queensferry Road at Barnton, City and out-of-town bus services on the A8, the Gyle Retail Park and Edinburgh Park business complex, along with further link to services to the Airport and around the periphery of the City. More emphasis should be given to the proposed Orbital Bus Service within the PTAP.

h. **Bus Transport to Schools.** There is a need for a specific policy on bus transport to schools as many primary and secondary schools are outwith reasonable walking/cycling distance from pupils' homes. More convenient bus services serving local schools could help to reduce private car travel to schools and resultant congestion, air pollution and road safety hazards around schools.

PARKING ACTION PLAN: RESPONSE FROM CRAMOND AND BARNTON COMMUNITY COUNCIL

Cramond and Barnton Community Council (CBCC) has reviewed the Parking Action Plan (PAP) and, while the communities of Cramond and Barnton, which our CC represents, do not have the pressures or issues of parking management that are more common to near- and inner-City areas, the following observations are relevant to the Parking Action Plan:

a. **Support for key themes and vision.** CBCC recognises many of the benefits of well-managed parking provision in a City such as Edinburgh – e.g. road safety, reducing congestion, serving the needs of less-mobile people, promoting less car use and reducing inconvenience to local residents from commuter parking. Consequently, CBCC supports many of the objectives and policies set out in the PAP.

b. **Control of Commuter Parking.** As new Controlled Parking Zones (CPZs) are established in areas further out of the Centre of Edinburgh, so there are increases in commuter parking on the edge of such areas, or in outer suburbs of the City such as ours. Hence, we strongly support the need to monitor and control such parking pressures, for example, from Fife and West Lothian commuters on the Queensferry Road corridor, where parking issues impact local residents.

c. **Provision of Electric Vehicle Parking Points.** While welcoming, in principle, the provision of more EV parking points, the location of these need to be carefully selected and should not reduce parking spaces for blue badge holders, or others with mobility issues, as recently experienced within our CBCC's area. In the short-/medium terms, reductions in parking spaces for non-EVs at local shopping centres may put at risk the viability of local shops and their roles in 20 minute neighbourhoods.

All public charging points should all be capable of fast/rapid charging of electric vehicles.

d. **Enhanced engagement with local communities and key stakeholders (e.g. shop keepers) on the introduction of parking and related controls, through TROs.** There is a substantial need for a review of current TRO procedures in consultation with the City's community councils, to achieve earlier and better engagement and communications between community councils, local residents and Council officers on the location and implementation of parking and other traffic measures through TROs. Too often have inappropriate TROs been brought forward without prior consultation on the needs, extent and potential implications of TROs. Also, where the CBCC has put forward proposals for TROs

Stakeholder: Cramond and Barnton Community Council

(e.g. in respect of school parking issues, or parking congestion), these have been summarily dismissed, or taken too long to implement.

e. **Conflicts between Parking Policies and Living Streets and Related Policies.** CBCC supports the principles of reducing parking and vehicular movements on residential streets (e.g. 'Place 5: Streets for People') and considers that parking policies may help to reduce car ownership and use within well-serviced, higher density residential areas in more central areas of the City. However, in suburban areas, especially where there may be poorer access to local services, and some of which (like Cramond and Barnton) have higher proportions of elderly and less mobile residents, we believe that planning policies restricting new homes to single car off-street parking plus/minus a garage (often too small to accommodate a car, bicycles, etc.) are largely ineffective in reducing car ownership and are counter-productive, as they exacerbate issues of pavement parking (second cars, visitors' and tradesmen's vehicles), pose access issues for emergency, delivery and utility vehicles, and constrain opportunities for enjoyment of 'living streets', where people can travel safely on foot, cycle or wheeling, and children can play in safety.

NEIGHBOURING LOCAL AUTHORITIES

Stakeholder: Falkirk Council

Response:

Falkirk Council supports the policies and associated outcomes contained within the City of Edinburgh "City Mobility Action Plans 2021-2030". Specifically, the policy measures "Movement 2 – Bus Network Review", Movement 3 – City Interchanges", "Movement 26 – Managing Deliveries and Servicing", "Movement 31 – Low Emission Zone Scheme" and "Movement 32 – Cleaner Vehicles" if achieved, the measures are expected to aid the improvement of local air quality and overall public health across the city.

KPIs found on page 58 of the Action Plan are intended to show the progress of the collective measures. Falkirk Council supports the air quality KPI "Reduce harmful emissions from road transport" by reducing NO2 at roadside locations and the plan to revoke all traffic-related AQMAs currently in place in addition to the other stated "Measuring Success KPIs".

Stakeholder: Fife Council

Response:

To Whom It May Concern

Please find below the comments from Fife Council to the City of Edinburgh Council Draft Air Quality Action December 2022.

1. Para 4, Page 14 "At the time of writing, 2021 monitoring data are not yet available." When will this data be available?
2. Para 3, Page 21 "Development of the 20-minute neighbourhood concept". Further description explaining the latest consultation stage of this concept, and associated web link, could be provided here.
3. Page 23, City Plan 2030 Has consideration been given to the production of air quality supplementary planning guidance?
4. Page 23, 2030 Climate Strategy Has consideration been given to assessing (through for example modelling) the impacts of climatic measures on air quality?
5. Page 29, Para 1, The Council has also been awarded funding from the Scottish Government to undertake source apportionment work for the Glasgow Road AQMA in 2022/23. Please provide a brief description of this work here.
6. Page 29, Para 7, "Implementation of the LEZ, which should reduce concentrations of nitrogen dioxide in central Edinburgh to a level which achieves the air quality objectives and Limit Values at most locations" What about those locations where objectives/Limit Values will not be met - how will this be addressed?
7. Page 30, First Bullet Point, "Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve for example Inverleith Row." What specific actions will be implemented?
8. Page 30, Second Bullet Point, "Through collaborative working". Please provide examples with whom.
9. Page 36, Action 2.2. Details of resourcing and programming to be confirmed with Major Junctions Review. When is this likely to be completed?
10. Page 37, Action 6.1 Further description of how the uptake and use of biomass is to be discouraged in commercial settings could have been provided.

11. Page 38, Action 7.2. Fife Council would be interested in learning more about the processes involved in developing the SEPA regional model in Edinburgh.
12. In Page 39, Action 8.3, please provide examples of targeted intervention.
13. In Page 42, Last Para, please describe how to promote zero carbon city centres within the existing LEZ structures
14. In Page 44, Para 4, "Use innovative approaches to managing traffic flow, for example incorporating air quality sensors to manage traffic flow in real time in line with the Digital and Smart City Strategy". Fife Council would be interested in collaborating with the City of Edinburgh Council on such an approach.
15. In Page 44, Fife Council would like to see the Review of major junction efficiency across the city of Edinburgh, including consideration of air quality in informing its own deliberations on such matters.
16. In Page 45, Action 2.4. " Make use of the City's air quality model developed under the CAFS National Modelling Framework (NMF) for the LEZ, to help understand the air quality impacts of proposed street projects; and to assist in the selection of mitigation measures where necessary, to maximise improvements in air quality." Fife Council would appreciate a demonstration of this technology in informing its own action planning processes.
17. In Page 55, Para 4, "Wider collaboration will also continue with transport professionals (Council transport planners and Transport Scotland), planners, climate strategy colleagues and with NHS Lothian in order to identify future policy areas which will require consideration." Fife Council would if possible like to attend such a workshop as part of the action planning process.
18. In Page 58. Para 3. Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city and inform any targeted interventions. Will City of Edinburgh Council consider a background survey using sensor monitoring equipment to assess potential contribution of domestic solid fuel burning to particulate matter concentrations?
19. With the introduction of an LEZ will there be a potential effect on Fife's air quality with the following issues.
 - secondhand vehicle market with noncompliant vehicles being cheaper and purchased by Fife residents
 - Non compliant HGV's and buses serving Fife

Stakeholder: East Lothian Council

Response:

On behalf of East Lothian Council, thank you for the opportunity to review and comment on the proposals for the City Of Edinburgh Council's Air Quality Action Plan.

As the main source of air pollution is associated with road traffic, the introduction of a Low Emissions Zones appears to be key in addressing the issue. It is anticipated that the East Lothian area may also benefit from city-bound vehicles that is passing through our area will be vehicles of higher emission standards thus reducing emissions in East Lothian, particularly the Musselburgh area.

We do wish to make note of the additional financial impacts that may be associated with a higher demand for public such as the need for additional infrastructure to be in place to support this demand particularly in relation to local parking / transport hubs such as Park and Ride facilities. As a neighbouring authority, we would therefore for be grateful for any further consultation in relation to this.

Response:

Introduction

Scottish Borders Council (SBC) is grateful for the opportunity to comment on City of Edinburgh Council's (CEC) proposals for a City Mobility Action Plan (CMAP). In general, SBC is highly supportive of the strategic objectives which the City Mobility Action Plan seeks to implement, namely, emissions mitigation, the encouragement of active travel, the reduction of air pollution and the promotion of public modes of transportation, the reduction of travel costs and congestion, and improvements to road safety.

However, the proposal cannot be isolated from the impact that it may have beyond the confines of the City of Edinburgh Council area and SBC has a number of concerns and some suggestions that we hope will be considered as part of this consultation exercise. In essence, these concerns focus on potential impacts of the proposed measures for Borders residents and services, as well on the potential impact of the suggested measures on bus operators providing services towards Edinburgh from outwith the council area. SBC would argue that buses should be considered as a key enabler to achieve the strategic objectives outlined above, and that a more integrated transport system a key tool to reduce city-centre congestion and air pollution.

Given those concerns, our response will centre on the City Mobility Plan, rather than the other documents being consulted upon. However, while officers have no specific comments on the draft Air Quality Action Plan, SBC would wish to be updated on any significant changes to the draft proposals in case these lead to an impact on the Borders. Impact on Borders residents and businesses.

Transport poverty is an acute challenge in the Scottish Borders. Given the Region's rurality, the average Borders' resident does not benefit from the same transport options as those offered within Edinburgh itself, or its immediate surroundings. Car ownership figures for the Scottish Borders (81% of households in the Scottish Borders have access to at least one car, compared to 61% in Edinburgh - Scottish Household Survey 2017) are a sharp reminder of this fact in a context where incomes within the Borders have been consistently under the Scottish average.

Regarding businesses, the overwhelming majority of businesses in the Borders are micro, small, and medium sized enterprises (99.8% of Enterprises – UK Business Counts 2018 – Inter Departmental Business Register), which may lack the financial flexibility to adapt to the changing transport patterns arising the CMAP.

The objectives pursued by CEC through its CMAP, inherently rely on reducing car traffic within the City, either in favour of active travel solutions or of public transport in order to reduce congestion, leading to increased sustainability and freeing up road space for the development of segregated active travel improvements.

SBC would support those objectives given the centrality of transport when it comes to reaching net-zero objectives. However, it is our view that the consultation documents, as currently presented do not make clear how this reduction in car traffic would be facilitated. Rather there is a strong focus across the action plan on marginal improvements to the current transport system rather than on the systemic issues which need to be tackled to enable CEC to reach net-zero by 2030. Moreover, a lack of clear solutions means that

Stakeholder: Scottish Borders Council

Local Authorities on the periphery of the city may be unable to understand how the reduction in vehicles will be achieved, and plan for it. Given car dependency in the Borders, the risk is that poorer residents and less resilient businesses will be penalised by the solutions outlined in the CMAP, despite the absence of viable alternatives.

Impacts of the LEZ on bus operators

SBC's view is that buses are a key tool in delivering the reduction in car traffic which is integral to CEC's objectives. Bus usage, by its very nature, reduces the amount of cars on the road. From a sustainability standpoint, once a bus carries more than 12 passengers its carbon footprint is less than the equivalent number of cars.

The implementation of the LEZ and CMAP could impact the overheads of bus operators with potential consequences if buses are not Euro6 compliant. This could result in fare increases, potentially making public transport less attractive and affordable, in particular for regular commuters from the Borders. This could also limit the ability of certain operators to tender for routes going into the City.

This would have the unintended effect of penalising the mode of transportation which can be seen as a key enabler to deliver the CMAP's outcome, while disproportionately impacting those who can least afford it. We believe this is particularly salient for marginal routes where operators are already struggling financially to make the route viable. This would thus disproportionately impact residents in more rural areas.

As such, SBC would argue in favour of providing additional support to enable bus operators to transit towards a Euro6 compliant fleet, thus limiting emissions across the board and delivering against Scotland's and CEC's net-zero objectives. If this support cannot be provided, bus operators could be provided with an extended timeline when it comes to the obligations arising from the LEZ, though this would come to the detriment of overarching net-zero objectives.

Better transport integration

The rurality of the Borders means that residents travelling to and from the City will often need to rely on several means of transportation to reach their destination. Ensuring that these different modes of transportation integrate with each other is key in incentivising more sustainable transport choices.

As such, SBC would suggest improved integration between modes of transport, aligned with sufficient capacity on rail and bus and accompanied by integrated ticketing. These would provide the option for Border services to interchange with tram and Edinburgh bus services. It would also allow SBC/Borders Buses to successfully drop passengers at key nodes, and allow them to travel into the city on good public transport links, facilitating travel for passengers and reducing emissions in the city centre, whilst allowing bus operators to utilise vehicles in a more efficient way.

Better integration between modes of transportation also relies on easily accessible and well-maintained facilities throughout the city, especially on the periphery, enabling those who need to rely on car travel to easily transfer onto public modes of transportation as they approach the city centre. One area where City of Edinburgh Council has made great strides in recent years is in relation to the provision of strategic Park and Ride facilities on the key transport corridors. While we recognise that provision around the City is generally very good, some concerns regarding the general condition of the facility at Straiton have

Stakeholder: Scottish Borders Council

been raised by our Elected Members, potentially discouraging use by people from the Borders and other places.

Integrated multi-ticketing would also provide a more accessible and affordable option for people travelling to the City. We understand that implementing integrated-ticketing can be challenging. However, if we are committed to encouraging modal shift and a reduction in car kilometres, the proposed CMAP should be considered as a catalyst for required improvements to transport integration.

In addition, while SBC recognises that this does not sit within the remit of CEC, attention ought to be drawn to the need to increase rail capacity, in particular when it comes to the East Coast Mainline and at Waverley Station, notably via the development of Portobello Junction. Furthermore, rolling stock ought to be increased in order to allow for additional demand on the lines travelling Edinburgh-Borders routes. In particular long term capacity on the Borders Rail is to be extremely restricted due to new development at Shawfair and increased house building in Midlothian. At the moment, there is a significant risk that capacity will not meet future demand, which undermines the strategic objectives pursued by the CMAP as commuters may default to car transport rather than rely on overcrowded rolling stock.

Conclusion

In conclusion, SBC would fully support the strategic objectives expressed by CEC in the CMAP. However, it notes that it is crucial to consider the plan's impact beyond Edinburgh and address concerns regarding Borders residents and businesses, as well as the potential challenges faced by bus operators outwith Edinburgh and delivering services within the region,

Additionally, SBC would highlight the need for better integration of various modes of transportation, notably via the creation of transport nodes and the adoption of integrated multi-ticketing. By addressing these concerns and working collaboratively, our shared objectives of sustainable transportation, reduced congestion, and improved quality of life can be achieved for residents in both the City of Edinburgh and the Scottish Borders. Finally, SBC would take this opportunity to signal its willingness to further engage on the topic, highlighting that it might be beneficial to further explore collaboration given its impact on other partners with the Edinburgh and South East Scotland City Region Deal. It is also particularly supportive of the Transport Scotland Mass Rapid Transit Plans and potential additional tram links towards Midlothian expressed in the CMAP, and recognises the potential these plans represent for the City-Region.

LOCAL ACTIVIST GROUPS

Stakeholder: Blackford Safe Routes

Response:

Fully support the City Mobility Plan and the other transport plans, however they lack detail and do not go far enough.

One example on the lack of detail is where transport modes come into conflict at junctions, particularly where width is restricted - in the plans we see some junctions/network marked as cycle, bus, tram, and car priority all at the same time - this will lead to compromises that will suit no one. We prefer that the transport hierarchy is followed to give priority to the desired modes at the "difficult" junctions, or where network conflict occurs.

Similarly to what has have done in Ghent, Belgium with great success, the city should be divided up into quarters, with no cars allowed to travel between each quarter without going "out and round" - this is to prevent the excessive through-traffic we currently see on Lothian Rd, Queen St, Mound, Leith St, etc.

On-street parking should be reduced, year-on-year, across the city (not only the city centre). The space saved should be converted to parklets, rain gardens, spaces for nature, trees, sustainable-urban-drainage, benches, and play-areas, to better serve the needs of the communities that live there.

Low-traffic neighbourhoods should be implemented across the entire city without delay - these are quick, cheap and effective.

Parking charges should have an additional surcharge for large vehicles/SUVs to discourage inappropriate vehicles for a city.

Enforcement of driving and parking law needs to be much stronger - speeding, mobile phone use and anti-social parking are endemic. "Pop and crackle" kits on cars need to be banned - these noises can terrify, disturb and wake up thousands of residents.

A new law to prevent parking in a park or parking on verges needs to be introduced and enforced.

Stakeholder: MobilityWays

Response:

The Plan needs to include working with employers to reduce Single occupancy car commuting.

74,000 Edinburgh residents drive alone to work and total emissions from resident commuting is 102,000 tonnes/year. Those 74,000 commuters need 74,000 places to park.

Mobilityways commuter analysis shows that 90% of them have a viable alternative to driving alone. 20% could cycle, 35% could take the bus and 35% could liftshare.

Stakeholder: MobilityWays

In cities in Italy every employer with >100 employees now has to have a 'Mobility Manager' with the role of measuring, reporting and reducing commuting emissions. The plan is aimed at improving the accessibility of workplaces and optimizing the movements of its employees. This leads to a cascade reduction in the use of private cars, therefore congestion at peak times, the impact on the environment caused by vehicular traffic, especially in large urban centers, and a general improvement in employee well-being, with positive effects also on transport costs. (see e.g. https://www.eagleet.it/articolo_en.php?id=15)

We recommend that Edinburgh replicates the Italian strategy and requires all employers with >100 employees to report their commuting emissions each year and to be reducing their ACEL (Average Commuter Emissions Level) by 5%/year. Key to this is the need for employers to carry out an annual staff travel survey. The Council should incentivise companies to share the travel demand data from these travel surveys to enable the Council to aggregate the insights and identify ways to improve transport service provision across the city.

We also recommend that there is a specific goal to increase car occupancy in Edinburgh through successful promotion of a citywide lift sharing scheme. Around 50% of people travelling into Edinburgh do not have a viable active or public transport alternative but nearly all of them could share car journeys. Increasing car occupancy through encouraging liftsharing quick, low cost, equitable, accessible, inclusive and each shared car takes 1 car off the road.

We also suggest that the council should consider the introduction of segregated 'cycle and scooter' lanes across the city and allow individuals to ride their own scooters on these lanes if they want to.

Stakeholder: Car Free Holyrood Park**Response:**

Car Free Holyrood is a group of local residents campaigning for a safer, greener Holyrood Park. Our main campaign ask is for the end of motorised through-traffic on the private park road network. We have written extensively on our website about the benefits of closing the park roads to motorised through-traffic for safety, how such an approach supports local and national transport and environmental goals, and the opportunities to increase accessibility in a car free park where the most accessible, paved space is opened up for an inclusive access hub.

In October 2021, City of Edinburgh Council's Transport and Environment Committee passed Active Travel Investment Programme including QuietRoute 5 in Holyrood Park. The committee included the Green addendum which "notes that provision of through routes to motorised vehicles via the private roads within Holyrood Park does not align with Edinburgh's transport strategies, and seeks to continue working collaboratively with the park authorities to end motorised vehicle journeys through the park".

As such:

1. Circulation Plan

Stakeholder: Car Free Holyrood Park

We were alarmed to see the draft network mapping for the Circulation Plan designates Holyrood Park's private roads as part of the secondary road network for general motorised traffic. This designation is unsuitable:

- It is contradictory to Council policy from a previously passed addendum from the Transport and Environment Committee, see above.
- It is not compatible with CEC's draft decision-making framework in Appendix 3 to prioritise place
- The park roads are private with additional restrictions for motor vehicles.

Holyrood Park, including its road network, is owned by the Scottish Ministers and managed on their behalf by Historic Environment Scotland (HES) as a Property in Care. HES are responsible for the day to day operation of Holyrood Park. The road network in Holyrood Park (Queen's Drive, High Road, Duke's Walk and Duddingston Low Road) is private, as confirmed by CEC's List of Public Roads.

Private roads have previously been omitted from transport legislation and policy, such as the Transport (Scotland) Act 2019 on the Low Emission Zone. Additionally, the private park road network is operated significantly differently from CEC's road network and already places some restrictions on certain motorised through-traffic. Holyrood Park Regulations 1971 effectively prohibits commercial vehicles and buses (vehicles with more than 7 passengers) from park roads. HES can also open and close the park road network to motorised vehicles at any time, according to HES's 'Guidance notes for holding an event in Holyrood Park'. This power is exercised on weekends when the park is closed to motorised through-traffic, as well as some public holidays, events, and for maintenance such as tree and verge cutting.

There is also further scope for changes to HES's operation of the road network, as referenced above their recent survey showed there was significant public support for further closures. Additionally HES's Climate Action Plan promises to "develop integrated transport hub solutions and remove visitor vehicles from many of our top sites by 2028".

Having established that Holyrood Park's roads are private, subject to restriction for motor vehicles, and outwith CEC's road network and management, they should not be included as a secondary route for general motorised traffic. It is important that this change is made to this map and a car free Holyrood Park is incorporated into the Council's Circulation Plan.

2. Road Safety Action Plan:

<https://democracy.edinburgh.gov.uk/documents/s52668/Item%207.7%20-%20Draft%20Road%20Safety%20Action%20Plan%20Delivering%20City%20Mobility.pdf>

Queen's Drive is included for 'Further Speed Reduction Measures' - the only further measures that should be considered should be road closure to motor vehicle through-traffic. The Road Safety team should not be treating Holyrood Park as part of their road network and should instead be encouraging road closure to motor vehicles as per the addendum pasted above.

3. Active Travel Action Plan: <https://www.edinburgh.gov.uk/downloads/file/33080/active-travel-action-plan-april-2023>

QR5 Holyrood Park should not be "On-hold awaiting strategic paper on the future of the park from Historic Environment Scotland". The Council should be pushing HES around the objective of the addendum which is to end motorised vehicle journeys through the park. The strategic paper will not impact aspects of QR5, especially more inclusive access into

Stakeholder: Car Free Holyrood Park

the park from Dumbiedykes - and the Council needs to take a leadership position here and not allow further delay.

4. City Mobility Plan, Transport and Environment Committee February 2023 paper:
“4.11 In parallel, officers will continue the discussion with HES on the management of the roads in Holyrood Park with a view to further reducing traffic. However, it is worth noting the key role of the Holyrood Road - Holyrood Gait - Queens Drive - Horse Wynd connection if the Bridges corridor is restricted in full or in part to some classes of motorised traffic.”

We would like to clarify here that our campaign ask is not for closure of the ‘Holyrood Road - Holyrood Gait - Queens Drive - Horse Wynd connection’ as these roads are all adopted by the Council and not part of extant closures nor the private road network in the park.

It is not the case that the Council must choose between a traffic-free Holyrood Park or a low-traffic city centre. Working to close the park roads to through-traffic, as already agreed in the previously passed addendum, will contribute to not only the Circulation Plan but also the Council’s 30% reduction in private motor vehicle journey km. If the Circulation Plan were to go ahead without due consideration for the park, Holyrood Park would experience greater levels of traffic from displacement as well as continue to induce demand for motor vehicle journeys through it. This will lock in emissions, degrade the park experience for residents and visitors, and undermine the Council’s traffic reduction targets.

Stakeholder: Homes for Scotland**Response:**

City Mobility Plan 2021-2030

1. 20-minute neighbourhoods are unlikely to be universally workable and will be dependent upon the existing urban form and surrounding area. Greenfield sites are often better able to deliver these 20-minute neighbourhoods, as necessary social infrastructure can be better delivered in a more planned way, and these sites are not constrained by the existing urban fabric.
2. It is positive that the City Mobility Plan (CMP) states: “We would like sustainable transport - walking, wheeling, cycling and public transport - to be the first choice for everyone across Edinburgh.” (Page. 16) and “Accessing local services safely and efficiently by bicycle is also critical if we are to support more active, local trips.” (Page. 48)
3. The Council clearly acknowledges the importance of promoting cycling, public transport usage, and wheeling, yet excludes these from the requirements under the Proposed City Plan 2030 Policy Inf 1.
4. It is unclear why this lack of consistency is being promoted by the Council and it is also unclear why these 20-minute neighbourhoods are being limited in the proposed Local Development Plan (LDP) to accessibility on foot, rather than also by cycling or public transport.
5. Additionally, National Planning Framework 4 (NPF4) Policy 15 states (within the Policy Intent section): “To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.”

Stakeholder: Homes for Scotland

6. The current wording of the Proposed LDP Policy Inf 1 acts solely as a blocker to housing development, with no basis for its current requirements, and is contrary to NPF4 Policy 15 and inconsistent with the CMP.
7. Similarly, Proposed LDP Policy Inf 2 also conflicts with NPF4 Policy 15 and the Scottish Government's draft Guidance (currently being consulted upon). Reference requires to be made to wheeling, cycling and travel via public transport.
8. There is no justification presented by the Council for the requirement in the Proposed LDP Policies Inf 1 and Policy Inf 2 to define a 20-minute neighbourhood as a "walkable" journey. That would clearly conflict with NPF4 and the CMP.

Active Travel Action Plan

9. It is unclear why one of the aims is to ensure that: "...every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. We will apply the shorter 250m distance in inner, higher density parts of the city, with 400m applied in more suburban areas." (Page. 30)
10. This distance does not equate to the 20-minute neighbourhood metric and must not be used as a blocker to residential development, under any circumstances.

Air Quality Action Plan

11. It is noted that this Plan fully supports measures set out in the 2030 Climate Strategy, which includes the priority area to accelerate energy efficiency in homes and buildings.
12. Homes with poor insulation or inefficient heating can result in fuel poverty, causing stress for lower income families who may be unable to afford both fuel and food. On average, 89% of all new homes built by Homes for Scotland members met at least an EPC grade 'B' standard. In terms of carbon reduction, surveys show that, increasingly, home builders are embedding zero emissions heating systems and enhanced energy-efficiency measures into their developments.
13. The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045. New homes are measured against building standards which outline a number of criteria which all developments must meet in order to gain a building warrant. With respect to environmental sustainability, home builders must comply with reducing carbon emissions through minimising both the waste of energy and the use of carbon-based energy systems. In addition to the expansive social and economic benefits of home building, the delivery of a higher number of new homes would provide increased environmental benefits.
14. Increasing the scale of well-designed, energy-efficient homes also plays a key role in delivering improvements to health, education, regeneration and carbon reduction outcomes as well as housing access for all.

Road Safety Action Plan

15. No comments.

Parking Action Plan

16. No comments.

Public Transport Action Plan

17. No comments.

Future Streets framework

18. No comments.

OTHER STAKEHOLDERS

Stakeholder: Cockburn Association

Response:

The Cockburn Association welcomes the preparation of the various Action Plans aimed at the effective implementation of the City Mobility Plan 2030. We have recollected our full comments in this plan (City Mobility Plan - Consultation Response - The Cockburn Association), which remain relevant in the context of these five Action Plans.

In it, we said, “when considered in conjunction with the draft policy revisions in the City Plan 2030, there is clearly an emerging potential for the city to take major steps forward toward a lower carbon, climate-ready and more sustainable city with a diversity of sustainable travel opportunities.”

We did criticise as it was neither a plan nor even a strategic framework. It reads like a project list, a wish list or an infrastructure and Investment programme.

These Actions go some ways to addressing our concerns and have much to commend in them.

However, we note that a Streetscape Allocation Framework is in development and has only undergone limited consultation with a narrow band of consultees. This should form part of the discussions surrounding these Action Plans as Edinburgh’s streets and streetscape are contested areas with many competing demands.

The consultation makes clear that it will take many years to implement the actions proposed. As such, it is essential that a clear prioritisation matrix be developed to support a transparent and coherent decision-making process. It is simply not possible to make detailed comments on the large number of actions, nor is it necessary. Many are activities we would expect to see as routine management of the city’s streetscape and are not controversial.

As such, in this open text section of the consultation, the Cockburn’s comments will concentrate on key themes and issues that we feel still need to be addressed in the 5 Action Plans. Many of these will touch directly on the Active Travel Action Plan.

Maintenance and Repair - The Cockburn strongly advocates that maintaining and repairing our existing streetscape and infrastructure must be the top priority all of 5 Action Plans and especially the existing pedestrian-focused infrastructure including pavement surfaces, kerbs, setts, crossing points and road markings, which are a pre-requisite of people friendly, vibrant, liveable streets where people choose to spend time and travel by walking and also cycling and using public transport

The provision of new infrastructure is not a substitution or replacement for the prompt and effective maintenance and upgrading of existing pedestrian and active travel infrastructure or for any of the other issues in the Mobility Plan. We believe that it is essential that each Action includes a costed and timetabled maintenance plan for Edinburgh’s current and future transport infrastructure. We do appreciate that many actions identified might

Stakeholder: Cockburn Association

include an element of this, but we believe there must be an explicit commitment made to maintenance.

Contested Spaces and dynamic uses

It is recognised that Edinburgh has a particular challenge in the allocation of finite space for travel activities. Approximately 12% of Edinburgh's land is road space compared about 24% in Glasgow. This is perhaps the most significant contributor to conflict in the city. The proposed Streetscape Allocation Framework is therefore crucial to the implementation of these Action Plans and before these are approved, the Allocation Framework should be subject to a wide consultation also.

As noted elsewhere in this response, issues with the travel network are not always consistent and can be variable across periods, be it daily or seasonally. This needs to be reflected in the use of street space where possible. So, whilst we welcome the statement of page 24 on adapting traffic signal timings to provide a longer crossing time, at times of day when lots of people need to cross the street (for example at the beginning and end of the school day), this principle should be applied across the whole network if needed.

On both a macro and micro-level, a substantial increase in the use of telematics and digital control/communication provides opportunities for real-time management. Even as basic countdown feature for pedestrian controlled junctions can be helpful as it provides certainty for users.

Changing lifestyles and demographics and their impact of travel also suggests a variable approach to travel management. As more and more people continue with blended work patterns, there will be an increased use in on-line comparison shopping, for example. Therefore, there will be an increase in rapid drop-off/pick-up activities on streets which if not catered for, will cause conflict with other road space like cycle or bus lanes.

City Region and neighbourhoods

The City Mobility Plan and other documents and projects highlight the very positive position that Edinburgh finds itself in terms of modal split and the use of active travel modes. The City Centre Transformation Project noted that walking remains very high in the city with suggestions that well over 70% of journeys to work in the centre were done on foot, and cycling had risen to its highest levels in 2019. However, it is also noted that almost 2/3rds of car travel in the city were commuting from peripheral or hinterland areas, often outside the local authority area.

The Cockburn strongly believes that for many of the ambitions in these Actions Plans, they can only be fully achieved if a wider city region transport system is put in place using buses, trams, and rail where possible and pragmatic.

Similarly, much emphasis is placed on networks, which is reasonable in most instances. However, this can result in a competition between these networks for limited space or funds. In recognition of the continued interest in 20-minute neighbourhoods, the Action Plans should seek to establish Home Zones, where spaces and travel networks interact on a local level with the emphasis on local liveability. The wider City Region needs must work in tandem with local and micro-local places.

Stakeholder: Cockburn Association

Data

Crucial to the success of all of these plans is the need for high quality data on both a macro and micro level. Data should be used not just to monitor traffic but to inform a dynamic decision-making process which will be used to amend or alter actions as necessary to facilitate active travel modes.

Similarly, real time data for active travel and public transport needs to be developed further to enhance usability of the networks, etc.

Enforcement

Across all Action Plans, enforcement of restrictions whether they be bus lanes or cycleways, pavement parking or what have you is essential.

We offer these general comments on each Action Plan for consideration.

Public Transport Action Plan

Bus lanes and prioritisation – the Cockburn attended a consultation meeting in 2019 where extending the bus lane restrictions to 7am to 7pm was discussed. At this, the bus operators suggested that a greater need was prioritised access at key junctions, not extended bus-lane hours. We agree. However, we accept that a 7 to 7 period may be suitable for some routes, but a universal approach seems more for administrative convenience than for operational need.

In terms of this earlier consultation, most concerns are expressed in terms of core commuter hours. There was (and is) no compelling evidence that there are significant issues during the day and many current routes do not experience problems (that is, during normal operating conditions). As such, we argued that a more nuanced approach considering specific, evidence-led issues is preferable.

Given the limited amount of road space available and the “peaks and troughs” of different users’ needs, a more dynamic approach to bus lane restrictions is needed. This might add some initial confusion, but with adequate information and communication with users, this would be limited. Use of telematics on a wider scale would also help alleviate any confusion.

Civic Design & public transport - If Edinburgh is to increase the use of public transport, then the routes to and from bus stops and public transport modes must be very well-designed. A comprehensive and coherent urban design strategy needs to be developed to sit alongside these Actions Plans together with the Edinburgh Streetscape Manual. The requirements of public transport users with access and mobility challenges must be brought to the forefront of the design process.

Enhanced networks - We strongly support the extension of tram network or light rail links across the city and its hinterland. Options for developing light rail combined with reopened former suburban lines should also be urgently developed in collaboration with Network Rail.

Parking Action Plan

Stakeholder: Cockburn Association

The Parking Action Plan outlines a steady programme of consolidation with a recognition of the need to manage residents' parking and ensure an adequate provision of general parking during the plan period. Further exploration towards workplace parking levy is welcome and we would encourage similar consideration to peripheral retail developments as well. Any levy should be ringfenced to assist in the delivery of active travel and public transport initiatives. As we have previously stated, the requirements of public transport users with access and mobility challenges must be brought to the forefront of the Parking Action Plans design and rollout.

Parking and new developments - We would advise that the Parking Action Plan engages with the planning system in a more direct and meaningful way. Frequently, we see "car-free" development proposals being lauded when in reality, they are "car-parking free" schemes where the basic assumption is that car owners will be permitted to dump vehicles on public streets.

Air Quality Action Plan

The Cockburn would wish to continue its support for a city-wide Low Emission Zone as originally proposed. The current zone effectively creates an inner-city ring road. Air quality should be monitored around this route to see if the boundary has created additional pollution hotspots.

Active Travel Action Plan

There are many actions and proposals that are highly commendable.

Walking - Across all Action Plans, greater and explicit recognition of the travel hierarchy is needed. Across all parts of the city, much greater investment is needed in the pedestrian infrastructure and no more so than in basic maintenance of footpaths, kerbs, crossings etc. Whilst we welcome the expansion of tactile surfaces at all junctions and ambitions to wider paths at junctions, these should not deflect the ongoing and urgent need for repair of the existing path network. Indeed, investment in existing maintenance budget should be increased rather than dispersed across a wide variety of actions proposed.

Cycle provision - Edinburgh is frequently cited as a compact city ideally suited to cycling as preferred mode for longer journeys. Actually, with the rapid expansion of the city around its periphery this is less true with new homes at increasing rather than decreasing distances from the city centre, shops, workplaces, and other essential destinations,

The core aims of the ATAP are laudable, but we recognise that the continuing pressure on local authority budget will have an impact. As such a very clear prioritisation plan is needed as well as clear milestones by which success can and will be measured. Also, as efforts are made to accommodate more cyclists, cargo-bikes and disabled adapted bikes, actions to facilitate their use such as safe and secure street parking and charging points will also need to be prioritised.

Much more could be done to make all roads safe for cyclists and all active travel users. Traffic congestion, speeding, oversized vehicles, poor surface maintenance, poor maintenance of road markings are strong disincentives. Reducing congestion, enforcing speed limits, enforcing parking restrictions (including pavement parking), regulating the size of commercial vehicles, improving basic maintenance of existing infrastructure, signage and road markings and repairing roads generally would greatly reduce the

Stakeholder: Cockburn Association

demand for separate cycle lanes and create safer spaces for all transport infrastructure users including pedestrians.

Stakeholder: University of Edinburgh**Response:**

Actions to Deliver Edinburgh's City Mobility Plan – University of Edinburgh Response to Consultation

I write on behalf of the University of Edinburgh in relation to the Consultation on the Actions to deliver City Mobility Plan.

We have carefully reviewed the suite of Actions Plans, and overall we have found them to be clear, coherent and aligned. We recognise the very real and present challenges the Council faces in delivering these ambitious and essential actions that will bring about a lower traffic, more liveable and more sustainable city.

We have recently adopted an Integrated Transport Plan (2023-30) to improve connectivity to and between our campuses and residencies with the intent of increasing the proportion of students and staff using sustainable transport options. The Plan is aligned with the targets of the City Mobility Plan, including the adoption of the mode share targets to support the 30% reduction in car KMs by 2030. It includes a range of actions covering: walking & wheeling; cycling; public transport; private motorised vehicles; and fleet management. Our actions complement or entirely rely upon the delivery of actions within the City Mobility Plan, and we will continue to work collaboratively with the City of Edinburgh Council, Transport for Edinburgh, Lothian Buses and other partners for their effective implementation.

Our comments on the individual Action Plans: Active Travel We regard many of the projects included in the Active Travel Action Plan as essential to improve walking, wheeling and cycling connectivity to and between our campuses, notably:

- The Cameron Toll – BioQuarter active travel route: critical for the development of the BioQuarter site and targets to reduce car mode share. We would like to see the route extended to King's Buildings to connect with QR6 and the proposed Marchmont-King's Buildings route.
- Marchmont – King's Buildings: important improvements to connect King's Buildings with an area densely populated by our students and staff.
- Meadows to George Street: connecting the City Centre West to East Link with the Meadows is a key enabler to increasing the proportion of active travel amongst our students and staff commuting to our Central Area and King's Buildings.
- Gilmerton / Newcraighall to Cameron Toll and the city: this is of particular relevance to our Peffermill site, and to students and staff commuters.
- Travelling safely Experimental Traffic Regulation Orders schemes: we regard these schemes, in particular S1-3 and S7, as important improvements to the active travel connectivity of our campuses and intend to offer our full support for their continuation when the statutory consultation opens shortly.

Stakeholder: University of Edinburgh

We warmly welcome the proposals for behaviour change actions and the recognition of the further and higher education sector as key partners to enable the delivery of actions to encourage more young people to adopt active travel behaviours.

We remain supportive of the city continuing to investigate options to deliver a city-wide public cycle hire scheme. The former scheme was very popular amongst our students and staff, and we are grateful for the ongoing opportunity to provide an electric cycle hire scheme at some of our student residencies using the former Edinburgh Cycle Hire Scheme eBikes.

Public Transport

We agree that public transport has a key role to play to meet the net zero target. It is critical that reduced journey times and improved network coverage is achieved through the development of a mass rapid transit plan for the city and region. The delivery of a North / South mass rapid transport solution linking to BioQuarter is critical to the expansion of the site. We note that there is limited reference to the delivery of orbital public transport routes which are essential in connecting outlying employment areas such as BioQuarter, King's Buildings, Western General and Easter Bush to residential areas of the city.

The inclusion of light rail in the Young Persons Free Bus Travel scheme is important to ensure our young people can take full advantage of the expanding tram network. The scheme has been of great benefit to our eligible students and staff, as evidenced in bus passenger growth on routes connecting with our campuses. It is unfortunate that 50% of our students are not eligible as they are older than 21 years. We strongly urge that work to improve the affordability of public transport ticketing includes flexible reduced-cost ticketing for full time students.

Parking

We note that the Parking Action Plan did not include any information on the City Mobility Plan's inclusion of a Workplace Parking Levy (WPL) for the city. In response to the CMP consultation in 2020 we expressed our concern that the WPL may be delivered before practical and sustainable transport alternatives have been implemented. We hope that the absence of further details at this time reflects the Council has taken a similar view for the time being.

Air Quality

The University has significant research expertise in the field of air quality and health. We support the implementation of the Low Emission Zone and the alignment of this with the City Centre Transformation area. As an anchor institution with significant research expertise in the field of air quality and its impact on health, we can offer support to communicate the wide ranging health and wellbeing benefits of improving air quality. Operationally, we share actions to electrify our fleet, improve EV charging facilities and we plan to introduce an EV salary sacrifice scheme for our staff. We also recognise we can play a role in supporting the electrification of public bus fleets and will continue to collaborate with Lothian Buses and the Council as plans evolve.

Road Safety

Stakeholder: University of Edinburgh

We broadly support the Road Safety Action Plan. The safety of vulnerable road users, notably cyclists, is a concern consistently expressed and identified as a barrier to more of our students and staff taking up cycling. We support the action to provide safe, segregated infrastructure where appropriate and the wider network is suitable for safe cycling. In most cases the strategic road network provides the most direct and convenient routes to and between our campuses, yet this is where the majority of road collisions are occurring. We strongly agree that safe, segregated infrastructure is focused on the strategic road network.

Our Future Streets Framework

It is clear that significant work is ongoing to develop the Circulation Plan and Future Streets Framework, and that the focus of this consultation is on encouraging feedback on how and when to prioritise different road users combined with the delivery of the five action plans in a range of differing contexts. We welcome the thematic approach of: i) aiming to deliver a much more people-friendly city centre; ii) Delivering high quality public transport and active travel networks, with an early focus on strategic corridors; and iii) Delivering liveable neighbourhoods. Clearly the compromises necessary to deliver benefits for the local and wider community will be challenging to manage with communities and stakeholders. We would like to see that the Council undertakes Equality Impact Assessments for all of the Action Plans consulted on, and for the detailed projects that follow.

The University operates across 930,000 square metres of educational and residential estate and maintaining an estate as large as this creates complex operational challenges. We recognise we will need to flex and compromise, particularly in the City Centre Transformation Zone. It is however important to state that to continue our day to day operations, we will require vehicular access to be maintained to service our circa 550 properties on a 24/7 basis.

The University is supportive of the City's vision, and we look forward to further consultation on the emerging Circulation Plan and detailed design proposals, and continued dialogue to ensure the City and University Strategies align.

Stakeholder: Edinburgh World Heritage

Response:

CITY MOBILITY PLAN CONSULTATION

Thank you for consulting Edinburgh World Heritage regarding the City Mobility Plan. We welcome the vision of the City's mobility plan and the intended outcomes for health, wellbeing, access, and sustainability, and offer the following comments regarding its implementation if this is to be achieved.

Overarching advice The Outstanding Universal Value (OUV) of the World Heritage Site (WHS) is closely associated with the survival, authenticity, and distinctive visual character of its unique urban form - key elements of which are its buildings, public realm and green spaces. The appearance of Edinburgh's public realm is therefore an important factor in both safeguarding the character of the World Heritage Site and providing an environment appropriate for our nation's capital city. The creation of high-quality vision for a mobility plan for the whole of Edinburgh will create a positive image in the mind of the visitor and

Stakeholder: Edinburgh World Heritage

the general public alike as long as it's OUV is actively conserved as part of any intervention. This will have a measured positive impact on people's wellbeing. Conversely, implementation which does not conserve or enhance Edinburgh's outstanding urban form and historic public realm, will undermine not only the value of the World Heritage Site, but the important wider aims of the Mobility Plan.

Improving mobility as well as encouraging active travel in Edinburgh by making routes accessible for everyone, safer and less cluttered is important for the enjoyment of the city's rich cultural heritage for residents and visitors, as well as being a source of pride and wellbeing. Edinburgh's historic environment, including our ancient buildings and monuments, and our renowned parks and gardens, wouldn't be the same without the appropriate material and detailing applied to streets and paths.

If the above is to be achieved, we advise it is vital that interventions in the WHS and Conservation Areas follow the traditional (or conservation-agreed complementary) materials in line with the Edinburgh Design Guidance 2020. This includes road, streets and path surfaces but extends to street furniture, signage, and any new planting, as per Edinburgh Street Design Guidance. This considered approach should inform how streets are planned, designed, constructed, furnished, and maintained.

We welcome the overarching vision and benefits of promoting active movement and accessibility throughout the whole of Edinburgh. This provides a huge opportunity, but also costs might become an issue in the current climate. Should costs ever become an issue for this strategy, Edinburgh World Heritage would recommend reducing interventions to identified priority areas and connections than to consider less appropriate alternatives within the World Heritage Site and adjacent Conservation Areas. As ever, we are here to helpfully advise as independent experts dedicated to long-term, balanced city conservation.

For the future, we would expect all of Edinburgh's city center streets to become more of a place to enjoy in a way that is sensitive to our historic environment, contributes to its conservation, and respects the needs of local communities and businesses.

We make the following recommendations:

- We recommend that any intervention conserves or enhances the Outstanding Universal Value of the World Heritage site, and any attributes or individual assets which contribute to it.
- Some interventions are likely to be on such a scale that they require a study of the historic character and would recommend a heritage statement/assessment to set out key principles of executing change in a way that is respectful to the individual characters of the Conservation Areas across the city, including the World Heritage Site. EWH could continue their engagement to help mitigate any risks associated with heritage designations and facilitate a balanced outcome.
- We recommend that proposals are developed in line with relevant adopted and developing strategies, including but not limited to the Edinburgh Design Guidance and Street Design Guidance, the World Heritage Site Management Plan, Public Space Management Plan, and area strategies such as the Princes Street and Waverley Valley Strategy. Edinburgh World Heritage has responded to these consultations, and these should be referred to.
- We recommend that in line with the design a maintenance strategy is put in place. Maintenance is key for long lasting and successful interventions and the failure to do so could result in harm to the quality and character of Edinburgh.

Stakeholder: Edinburgh World Heritage

As you know Edinburgh World Heritage share the view that good historic city management is not about stopping change or thinking from 'within a heritage bubble' but enabling a positive and balanced approach which supports the heritage of the city and the many public benefits this brings current and future generations. We would welcome continued engagement on this moving forward, building on our existing culture of engagement and would be happy to discuss in which way we could best support/advise alongside Council colleagues.

Stakeholder: NHS**Response:**Overall comments

City of Edinburgh Council is to be commended for proposing a plan which, if effectively and fully enacted, has the potential to deliver significant health benefits by transforming how people and goods move around the city.

NHS Lothian is committed to action on climate change, in line with the NHS Scotland climate emergency and sustainability strategy; our Anchor Institution commitment to sustainability in the Lothian Strategic Development Framework and our Sustainable Development Framework. Achieving Net Zero and ensuring environmental sustainability are also key priorities of our partnership work as part of the Edinburgh Community Planning Partnership and Edinburgh Health and Social Care Partnership. In line with the Scotland's National Transport Strategy, we recognise the significant benefits that the implementation of the Sustainable Travel Hierarchy can bring to reducing inequalities; taking action; delivering inclusive economic growth and improving health and wellbeing.

The objectives outlined in the plan, and through the supporting action plans, correspond well to key public health priorities in relation to transport: Active Travel; Air & Noise Pollution; Road Danger, Community Cohesion; and Climate Change. It is important that the city's transport plans support our service users, staff and visitors to access the health, care and wider goods and services such as education, employment, food, and social support networks needed for good health and wellbeing in a way that is sustainable, accessible and affordable. This is particularly important for reducing health inequalities, as those on the lowest incomes are least likely to have access to private cars, and most likely to face the burden of the negative health impacts of other's car use, including from air pollution and road danger.

As well as addressing issues of equity of access to vital services through mobility, people have the right to live in safety both within their neighbourhoods and when they are moving around the city and beyond. Addressing the significant health and social inequalities implications relating to Road Safety and Air Quality require to be at the forefront of the plan's objectives.

Comments on the Draft Active Travel Action Plan 2023:

The health and environmental benefits of active travel are well researched and thoroughly documented and NHS Lothian supports the Council's continuing work around making active travel choices easier choices for Edinburgh citizens. The Active Travel Action Plan recognises the importance of addressing inequalities and poverty within its aims and objectives and cites an example of an intervention aimed at addressing barriers to active

Stakeholder: NHS

travel for particular groups with regards gender and ethnicity (SCOREscotland's Pedal and Thrive initiative).

Providing cycle training and developing confidence in cycling beginning with children (Bikeability training for all schools) and continuing to offer opportunities throughout the life course will assist in encouraging people to consider travelling by bike for work, leisure and shopping. As the SCOREscotland initiative shows, some groups will need further support to enable them to participate in cycling equitably. Provision of affordable bikes, free bike maintenance and bike maintenance classes as well support to encourage and support behaviour change should be considered being extended to more neighbourhoods and targeted population groups.

NHS Lothian would welcome more focus on the changes in physical infrastructure that are needed around schools to enable more children and young people to travel independently to and from school, but also to enable them to travel safely more widely across the city. This independence and access is important for health and wellbeing but also an important action for poverty reduction – as identified by the Edinburgh Poverty Commission's call for people in Edinburgh to have better 'Connections in a city that belongs to us'. Focusing action around schools can be an important way to support wider behaviour change – by helping to ensure healthy, sustainable behaviours are incorporated in daily activities from a young age, as well as by communicated to the wider public that changing the way we travel in the city is essential to protect the health and wellbeing of the next generation. Crucially this needs to be about supporting children and young people to travel sustainably for all of their journeys, not just to and from school.

Production of the Walking and Cycling Index to enable assessment of progress against ATAP targets and indicators should include data on those within the population who face the greatest challenge in engaging in active travel, i.e. those affected by inequality, such as people living in poverty, people with disability, ethnic minorities, women and girls, older people, etc to assist in identifying gaps and priorities as well as ensuring that the plan is effectively addressing inequalities and not exacerbating these. Building on current initiatives such as Bikeability training for schools, support should be considered for developing more Bike Busses and Walking Busses to encourage families to actively travel for school journeys, and wider journeys.

From within the organisation it has been commented that 'Greater off main road cycle routes, good progress is being made, but it feels like it lacks a bit of joined up thinking especially where routes come to an end halfway down a road only to restart a few hundred meters away.'

Comments on the Draft Air Quality Action Plan 2023:

NHS Lothian, in recognition of the harm to health caused by air pollution, supports the actions outlined in the City of Edinburgh Air Quality Action Plan to reduce harmful emissions from road transport and other sources. The organisation recognises the contribution that will be made by the introduction of the Low Emissions Zone to Edinburgh in 2024. Currently, the NHS Lothian fleet is LEZ compliant, with the exception of two vehicles which are in the process of being replaced. The organisation continues to increase its EV fleet and will actively promote the LEZ implementation to all staff.

It is important to recognise that there is no 'safe' level of air pollution for health, and action to improve air quality in Edinburgh therefore needs to go beyond a focus in AQMAs, to a continued effort to minimise air pollution as much as possible. The contribution that

Stakeholder: NHS

vehicle tyre and break wear (including from electric vehicles) make to particulate pollution, should not be overlooked. Given the other negative health impacts that occur from vehicle use, it would be beneficial if the current objective within the action plan to 'reduce vehicular dominance', was actually the primary objective, followed by a commitment for a 'reduction of harmful emissions from [remaining] road transport'.

The commitment to tackle domestic emissions is welcomed, including from wood burning stoves which are often incorrectly promoted as 'environmentally friendly'. It is important to ensuring the public are aware of the harms to health from wood burning and vehicle use (including the pollution harms that people are exposed to inside their homes and vehicles).

The commitment to enforce against vehicle idling is welcomed, and this is particularly important outside places where more vulnerable people congregate, such as nurseries, schools and health care facilities.

Whilst we must be careful not confuse measures aimed at improving air quality with efforts to address the climate crisis, opportunities to continue greening the environment will help to reinforce the message that Edinburgh is a green and healthy city. Initiatives such as providing green growing car parks with permeable substrates, particularly at transition points such as Park & Ride sites, or ensuring trees providing wind shelter for cycle paths, provide tangible examples of the City's commitment to health and sustainability.

There is an opportunity to ensure that any future pricing structure for vehicle use (including parking charges) takes into account the differential harm caused by different types of vehicles, with higher charges for larger, more polluting vehicles, including electric vehicles which continue to contribute to particulate pollution from tyre and break wear. It is important that such charges be reinvested directly into active travel and public transport improvements, and that this is clearly communicated with the public, as a method of reducing inequalities.

Comments on the Draft Road Safety Action Plan 2023:

We understand that road traffic injuries and deaths are preventable and commend City of Edinburgh Council on adopting a 'Vision Zero' approach in developing its Road Safety Action Plan. Evidence also shows a disproportionate distribution of injury and fatality in terms of deprivation and inequality. According to the Glasgow Centre for Population Health Scotland, child pedestrians from more deprived areas in Scotland are three times more likely to be injured on the roads than those from less deprived areas. We would suggest that City of Edinburgh Council adopt a similar approach to that which has been incorporated into 'Scotland's Road Safety Framework to 2030' where an intermediate target has been included where 'The casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas.

NHS Lothian supports the proposal to explore speed limit reductions on all non 20mph roads in the city, including a review all of 40mph speed limits within Edinburgh, with a view to potentially reducing limits to 30mph, and the review of the potential to further expand the 20mph network across the city. Ensuring enforcement of these new speed limits will be particularly important. The role of reducing the amount of road space given to more dangerous modes (cars) and prioritising more space for more vulnerable road users (people walking and cycling) should also be prioritised, in line with Edinburgh's previous commitment to reduce car km by 30 per by 2030.

Stakeholder: NHS

Continued improvement to cycling infrastructure is welcomed, particularly measures to ensure cycleways are segregated from traffic and that the road surface in general, and on cycle lanes on particular, is well maintained as to not cause additional hazard. There remains a strong perception among many that cycling in the city is not safe and measures to counter this are vitally important, including infrastructural improvements as well as information campaigns aimed at moderating unsafe driving and promoting tolerance among users of shared space, including drivers cyclists and pedestrians. A greater reliance on car-use has contributed to a reduction in the amount of physical activity for many children and young people. Perception of safety is likely to be a key component in parents' decisions around this. Engaging in active travel is a key component in children's physical health and measures such as Bike Busses and Walking Busses, as noted earlier will encourage more parents to allow their children to cycle or walk to school. It is important that these safety measures extend beyond the immediate school environment, so that all children, particularly those from lower income families without access to a car, have the options to travel safely after school to places like parks, libraries and Edinburgh Leisure and Active Schools activities.

Traffic calming measures in residential streets, the development of low traffic neighbourhoods, the promotion of safe and appropriate parking and measures to improve air quality will all contribute to creating an environment where children's autonomy is supported by the creation of a safer and cleaner environment.

The most recent Scottish Household Survey found that 86% of adults had participated in physical activity in the four weeks leading up to the survey, with walking by far the most common activity, 82% of the active adults having walked for at least 30

minutes. Initiatives linked to the City Mobility plan as well as the City Centre

Transformation plan aimed at making spaces safer and more conducive for people are to be encouraged and welcomed for the promotion of both physical health as well as mental wellbeing. Safety campaigns aimed at protecting pedestrians should be careful to balance their messages to ensure all parties understand their responsibilities in ensuring the safety of the most vulnerable road users, and in particular to ensure that people are not discouraged from participating in physical activity due to safety concerns.

Actions to address poor design or maintenance of the pedestrian environment should also be included within the road safety strategy, in order to protecting people from harm from trips and falls.

Comments on the Draft Parking Action Plan 2023:

NHS Lothian supports the broad aims of the Parking Action Plan and its contribution to addressing traffic congestion, making roads and neighbourhoods safer and encouraging active and sustainable travel. As with the other aspects of the City Mobility Plan, the effectiveness of the Parking Action Plan will be dependent on how it is implemented and enforced. Inconsiderate and obstructive parking as well as being anti-social can be potentially hazardous, restricting access for walking and wheeling, often forcing pedestrians and cyclists into conflict with traffic. It is particularly problematic for people with disabilities, including visual impairment and physical disabilities that may make it impossible for them to manoeuvre around obstructively parked vehicles. Enforcement should be complimented by a public communication campaign to encourage good behaviour with regards parking and to highlight how revenues from parking, as well as the potential introduction of a workplace parking levy, are being used to contribute to improvements in sustainable travel, which will in turn have overall positive impacts on health inequalities.

Stakeholder: NHS

Comments on the Draft Public Transport Action Plan 2023:

We know that people most affected by social and financial inequality have the lowest level of car ownership or access; and will therefore be dependent on public transport. It is therefore imperative that the public transport network in Edinburgh, as well as effectively serving the general population, is designed to meet the needs of those who rely on it most to access employment, healthcare, shopping and leisure opportunities. Service timetables and routes should be cognisant of the needs of this population. Provision of flexible, integrated ticketing should take account of affordability. As all public transport trips will start with an element of active travel, supporting more public transport use is also an opportunity to increase levels of physical activity.

Proposed measures to decrease bus journey times are welcomed and consideration should be given to the altered work and consequently, travel patterns resulting from the Covid-19 pandemic. An adjustment to the operational times for Bus Lanes should be considered, possibly to 7am to 7pm, to assist in addressing this.

NHS Lothian supports collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. A review of how improvement can be made to strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system should take into consideration:

- The needs of those living in neighbourhoods with low levels of car ownership and those who are remote from infrastructure.
- The benefits of an integrated, capped fare system to allow affordable and equitable access to public transport, where tickets are transferable across platforms and allow for single journeys under one fare, where transfers are required to be completed.
- Re-introduction of City Bike hire initiative should be considered to enable greater choice and flexibility for travel in the city, integrated with the public transport system. In addition to conventional bikes and e-bikes, the addition of adaptive bikes, cargo bikes and child carriers would increase accessibility of hire bikes.

The Council should consider working with partners to ensure the Scottish Government scheme for concessionary travel for under-22s is being taken up by those in greatest need. Promotion of resources such as the GoSEStran app to this group might be useful.

Consideration should be taken around how mixed-mode travel can be improved and made more accessible. Integration of active travel options, for example the availability of bikes and e-bikes at park and ride facilities, or the creation of new active travel focused park and ride linked to suitable travel corridors, would provide an option for those travelling to the city who would prefer not to use their car for their full journey but would prefer more flexibility than offered by shuttle busses.

NHS Lothian's staff travel surveys have shown that there is concern among staff regarding the level of public transport fares. It was suggested that a Scottish east region travel pass to allow seamless journeys by public transport would be beneficial. At the Western General Hospital site a need has been identified for more bus services that route through the site, especially for those staff that are mobility impaired. This has also been cited as an issue for patients and visitors. Lack of a shuttle service between NHS sites was also identified as an area of concern and more generally, in recognition of journey times there was support for more bus priority measures to help make bus travel more attractive. Also, a better linkage where travel is either multi modal or requires more than one bus to complete journey has been highlighted. Staff safety in relation to using public transport, especially outwith normal working hours, was highlighted as a concern. Improvement to the bike path from West Lothian into the city was also seen as an issue.

Stakeholder: NHS

We hope the plan will provide an opportunity for us to increase opportunities for collaboration as well as developing and sharing evidence and information towards ensuring services, in aspects such as frequency and appropriate routes, are planned and provided to suit the needs of our service users, staff and visitors.

Conclusion:

As stated previously, NHS Lothian supports City of Edinburgh Council's aspirations contained within the City Mobility Plan and believes that, if effectively and fully implemented, it has the potential to deliver significant health benefits as we would be happy to offer our support in delivering this.

Delivering the City Mobility Plan

Community Council Information Pack

What is the purpose of this information pack?

To encourage members across community councils to **complete the online consultation survey**

www.edinburgh.gov.uk/cmpconsultation

How can you use this information pack?

- ❖ Provide an overview of the challenges the city faces and **why change is necessary**, including growth and development projections, the climate emergency, public health and policy targets
- ❖ To provide a comprehensive summary of what we're doing by outlining the key measures within the new draft action plans

- ❖ This pack aims to provide the reader with a standalone overview of Edinburgh's City Mobility Plan, as well as the measures within the new draft action plans that we are currently consulting on
- ❖ We encourage community councils to distribute this information pack amongst their members to promote the online consultation survey



We are shaping our city for future generations

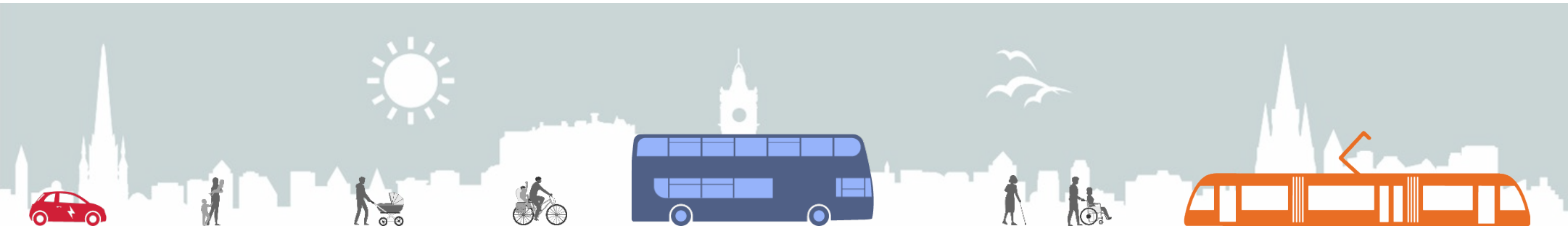
Across the world, cities like Edinburgh are **changing rapidly and feeling the impacts of**

- ❖ climate change
- ❖ poverty and health inequalities in our communities
- ❖ demand for new homes
- ❖ traffic congestion
- ❖ poor air quality in some areas

These issues are highly **influenced by the way we travel around**, to and from the city, and how we deliver goods and services to the places where people need them.

As our city grows, we want people, goods and services to be able to move into and around Edinburgh in a way that is

- ❖ safe
- ❖ sustainable
- ❖ efficient
- ❖ healthier
- ❖ can benefit everyone



Edinburgh by facts and numbers

From 2001 to 2021, Edinburgh's population has grown **by 10.2%** or an estimated **48,530 people**.

The wider Edinburgh City Region has also grown by a further **42,470**

NATIONAL RECORDS OF SCOTLAND (2022)



37,000 new homes by 2030 which could add **over 75,000 people** to Edinburgh's population

EDINBURGH'S CITY PLAN 2030

Edinburgh is ranked as having **the 4th worst congestion** in the United Kingdom



TOMTOM TRAFFIC INDEX (2022)

Congestion adds **10 minutes*** travel time to typical peak time journeys

** based on a 10km commute*

TOMTOM TRAFFIC INDEX (2019)



The cost of congestion to drivers is **£764** per annum



INRIX (2019)

20%



Bus journey times have **increased by over 20%** on some corridors in the last 10 years

Edinburgh by facts and numbers

In 2011, **39% of households** in Edinburgh did not own a car

CENSUS DATA (2011)

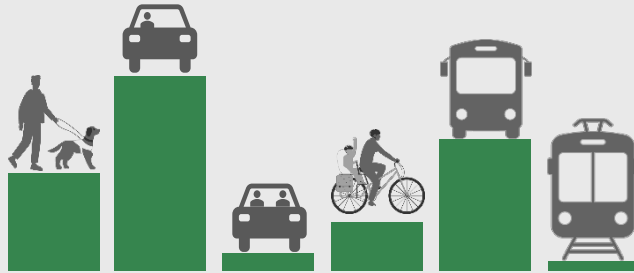
in 4 Edinburgh residents cycle once a week

WALKING AND CYCLING INDEX (2021)

28% of Edinburgh's residents get the bus to work, the highest rate in Scotland

59% of Edinburgh's residents do not use private cars to travel to work

How people travel to work in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

How children travel to school in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

one double decker bus can replace 75 cars with a single occupant

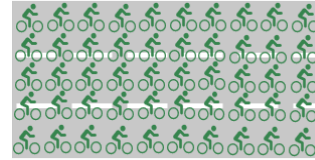


NATIONAL TRANSPORT STRATEGY (2020)

comparison of road space for different travel modes



50 pedestrians



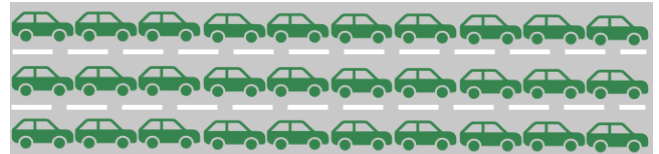
50 cyclists



50 people on a bus (full capacity is 80-100 people)



50 people on a tram (1.5 carriages of a standard tram as shown)



50 people on a cars (assuming 1.5 person occupancy)

Delivering the City Mobility Plan

We've made significant progress in the last few years, but **more of the same is not an option**

Now is the time for bolder, more transformational action and Edinburgh has an ambitious agenda for change

We approved the **City Mobility Plan** for Edinburgh in February 2021. It will help people make sustainable choices about how they move around the city, through improving walking, cycling and wheeling options and creating better links to public transport

We have an ambitious 2030 target to **lower the number of kilometres travelled by car in Edinburgh by 30%**. Edinburgh also aims to be a **net-zero city by 2030**

We are already working to deliver the following measures, **already agreed within the City Mobility Plan**:

- ❖ developing the case for a tram link between Granton and the Royal Infirmary
- ❖ making the city centre largely free of car traffic
- ❖ our 20-minute neighbourhood strategy
- ❖ the city centre low emission zone is now in place and will be enforced from 1st June 2024
- ❖ developing safe spaces which can allow people to make journeys walking, wheeling and cycling
- ❖ upgrading the city's seven park and ride facilities
- ❖ the Workplace Parking Levy



Delivering the City Mobility Plan

A suite of **action plans** designed to support the delivery of the City Mobility Plan were **approved for consultation** by councillors in December and February

Together, these action plans aim to create cleaner, greener, safer, more accessible and affordable **travel choices**, while reinforcing Edinburgh's Net Zero 2030 goals

The plans cover a range of areas, including making our streets more accessible, improving public transport and active travel networks, as well as achieving ambitious road safety targets and creating people-friendly, thriving neighbourhoods and shopping streets

The majority of measures in the new action plans were **previously agreed in the approved City Mobility Plan** including, among others:

- ❖ integrated, flexible and affordable public transport ticketing options
- ❖ public transport interchanges that support better connections between different ways of getting around
- ❖ the expansion of the cycling network
- ❖ improving the safety of vulnerable road users
- ❖ the extension of parking controls in the city
- ❖ creating more liveable places by reducing the level of on-street parking



Delivering the City Mobility Plan

We are looking to develop the measures agreed in the City Mobility Plan into deliverable actions within each of the action plans

In addition, our emerging **Future Streets framework** outlines how we can make changes to the allocation of limited street space to improve our streets. It will also help us provide a more welcoming environment for everyone

Page 505
Gathering views from our communities, alongside data and technical evidence, will be critical to making necessary decisions on how to **balance different travel needs with the limited street space we have**

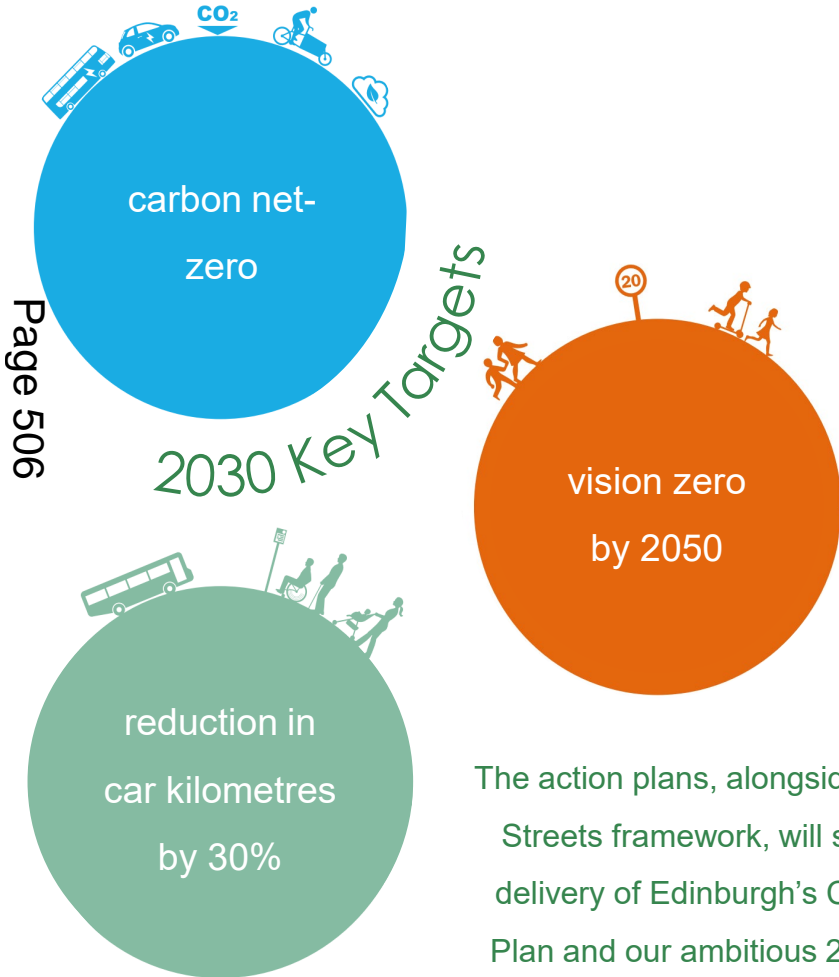
We are now seeking your views on **how we should prioritise** the delivery of the measures outlined within the action plans

We are also seeking to gain feedback about the **difficult decisions and challenges** that will be required to deliver those actions within the constraints of limited street space

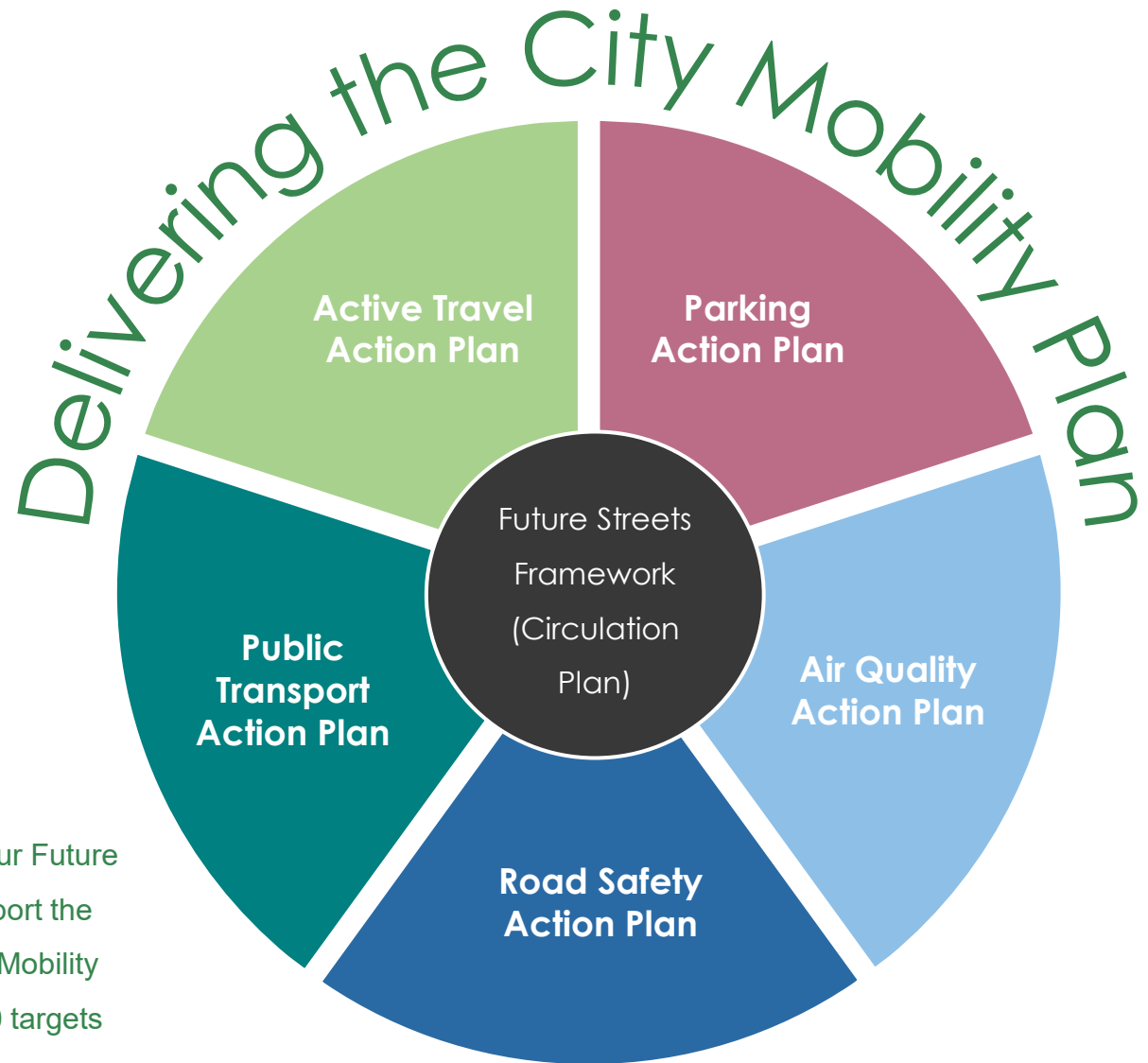
Further details of the proposed actions plans and our Future Streets framework are provided in this information pack, together with some of the key questions within the online consultation survey



Delivering the City Mobility Plan



Page 506



The action plans, alongside our Future Streets framework, will support the delivery of Edinburgh's City Mobility Plan and our ambitious 2030 targets

Active Travel Action Plan

Improving local travel for walking, wheeling and cycling

We want our streets and neighbourhoods to be fully accessible for everyone to **walk or wheel** safely and comfortably

We want Edinburgh to be a city where **walking or wheeling** is the natural first choice for the shortest journeys

We want to make it more direct and convenient for you to travel locally

Our aim is that streets and neighbourhoods are better joined up with local services and public transport options

We want Edinburgh to be a city where everyone, including children, has the freedom to **cycle** safely, whatever your destination, at all times of day

How important do you think these measures are to improve local travel for walking, wheeling and cycling?

1. Speeding up installing **dropped kerbs** and **tactile paving**
2. **Improving footways** so they are smooth and free from trip hazards
3. Continuing removing **clutter** on footways and paths
4. Expanding the cycling network so that every household is within 250 to 400 metres of a **high-quality cycle route**
5. **Improving junctions and crossings** so they are easier and safer to cross where this may impact on motorised traffic

Public Transport Action Plan

Delivering improvements to our public transport network

Public transport is the **most efficient way of moving large numbers of people** longer distances into and across the city and is likely to make the biggest contribution to achieving the targeted 30% reduction in car kilometres by 2030

We aim to:

Find ways to provide **faster and more reliable** bus services

Make sure everyone using public transport in the city **has a high-quality experience**, wherever you live, whatever your age, gender or ability or whatever your destination

Provide **flexible and affordable fares** across public transport services

How important do you think the following bus priority measures are to providing faster, more reliable and accessible bus services?

1. **Reviewing bus stop locations** to balance convenience with journey times as well as offer a range of destination options
2. Extending **bus lane operating hours, to 7am to 7pm, seven days a week** while making space for loading and blue badge parking where needed
3. **Improving bus shelters** with seating, lighting and real-time information
4. Introducing more bus lanes
5. Giving buses priority at key traffic signals

Road Safety Action Plan

Achieving city-wide road safety targets

We need more measures to make our streets safer for everyone, especially the most vulnerable – people walking, wheeling and cycling

We have set out ambitious **road safety** targets, including achieving zero fatalities on our road network by 2030

Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling and cycling

These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes

To meet our road safety targets, we will need to introduce changes to major junctions to improve **everyone's safety**, particularly vulnerable road users – those walking, wheeling and cycling

How important do you think the following measures are to achieve our zero fatalities target by 2030?

1. **Re-design major junctions** in the city to improve the safety of vulnerable road users, which may impact motorised traffic
2. Explore introducing **speed limits under 20 miles per hour** in busy **shopping streets**
3. Expand the number of schools with **'school streets'**
4. Review both **rural speed limits and 40mph speed limits**

Parking Action Plan

Managing parking demand and operations

We aim to improve and contribute to a future transport system that is **safe, healthy and sustainable**, whilst enabling **parking** and **loading** opportunities for residents and businesses

Managing parking is essential to:

Provide a **vibrant environment** in our shopping streets and neighbourhoods by widening narrow pavements, introducing seating, trees and planting and providing cycle parking;

Expand the **cycling network** so that everyone feels safe to make cycling a natural choice for local and longer trips around the city;

Protect the operation of existing and new bus lanes to enable **faster and more reliable** bus services;

Help influence vehicle **emissions and demand for parking** through parking pricing policies

These are some of our proposed actions to manage parking demand and operations

1. Reviewing and implementing **parking controls** and **waiting and loading restrictions** to tackle parking pressures and support sustainable mobility
2. When powers are available, enforcing the **pavement parking ban** and, if agreed, the Workplace Parking Levy
 3. Managing parking demand through
 - ❖ targeted **parking reductions**
 - ❖ reviewing the number of **parking permits** issued
 - ❖ and **pricing strategies** aimed at vehicle type, size and emissions

Air Quality Action Plan

Supporting the journey to net-zero and cleaner air

Edinburgh's transport system must evolve in a **sustainable way** to support the city becoming net zero by 2030

In addition to reducing car kilometres travelled, we can reduce harmful **emissions** by changing travel choice and adapting to new technologies

The draft Air Quality Action Plan extends not only to transport, but also domestic and commercial sources

Domestic solid fuel burning is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes

This is particularly relevant for **vulnerable** members of the population, for example the elderly, children and people with pre-existing medical conditions

How important do you think the following measures are to reduce harmful emissions?

1. Developing commercial partnerships for delivering more public **electric vehicle charging hubs**
2. Supporting decarbonising the **bus fleet**
3. Expanding the areas served by **Car Club** and providing more electric Car Club vehicles
4. Reduce harmful emissions **from domestic sources**

Our Future Streets Framework

Limited Street Space

Our ability to meet these aims is constrained by **limited street space**, especially on main roads, shopping streets and within the city centre

We need to make compromises and **difficult decisions when considering the future allocation of street space**

We want to provide an approach to allocating street-space that is rational, fair and reduces conflicts between the different ways of getting about

We want to improve local neighbourhoods by providing ready access to key services and reducing intrusive through traffic

Hopefully, in turn, we will create welcoming and inclusive people-friendly places

To what extent do you agree or disagree with the following?

1. Investigating some more **restrictions to through traffic in the city centre** to deliver a friendlier environment for people living and spending time in, shopping, working and visiting
2. Reducing **parking on main roads** to provide more space for everyone to walk, wheel, cycle and move around on public transport
3. Reducing **parking on shopping streets** to provide a vibrant environment for everyone, widening pavements and introducing seating, trees and planting
4. Introducing restrictions to **reduce the speed and volume of traffic within neighbourhoods** to help facilitate people's choice to walk, wheel or cycle locally

We are also seeking your views on

What are the **issues within your neighbourhood** that impact on how you or your family feel about moving around when walking, wheeling or cycling locally?

Are there **any other actions** that you think are important to include in any of the action plans?



We need your feedback!

Thank you for taking your time to go through this information pack.

Please scan the QR code or follow the link below to complete our online consultation survey (open until 9th July).

www.edinburgh.gov.uk/cmpconsultation



Air Quality

This Appendix includes the following:

- Outcomes of the statutory consultation on the Air Quality Action Plan
- Summary of the Air Quality Action Plan workshop

Outcomes of the Statutory Consultation on the Air Quality Action Plan

The Air Quality Action Plan (AQAP) has statutory requirements for consultation. The Environment Act 1995 provides the statutory basis for consultation and liaison, with Schedule 11 providing a list of statutory consultees including Scottish Ministers, SEPA, all neighbouring local authorities and bodies representing local business interests. Therefore, in addition to the consultation undertaken as part of the City Mobility Plan, and the air quality specific workshop, 29 formal letters were sent to relevant statutory consultees on the 30th May. A list of consultees and responses have been summarised below. All responses were supportive, with SEPA providing more detailed comments on the format of the document, which are not provided in full, but will be taken into consideration in the update of the AQAP.

The following organisations were issued a formal letter:

Organisation
The Scottish Government
House of Commons
SEPA, Angus Smith Building
Transport Scotland
Nature Scotland
SEStran
SESPlan
Historic Environment Scotland
NHS Lothian
Health Protection Scotland
Scottish Borders Council
East Lothian Council
Falkirk Council
Fife Council
Midlothian Council
West Lothian Council
British Heart Foundation
University of Edinburgh
Asthma and Lung UK
Friends of the Earth Scotland
Royal College of Physicians
Chamber of Commerce
Federation of Small Businesses
Essential Edinburgh
Scottish Wholesale Association
RTPI Scotland

Logistics UK
Road Haulage Association
Confederation of Passenger Transport

The organisations who responded, and their specific response are detailed in the table below:

Organisation	Summary of Response
East Lothian Council	Introduction of a Low Emissions Zones appears to be key in addressing the issue. It is anticipated that the East Lothian area may also benefit from city-bound vehicles that is passing through our area will be vehicles of higher emission standards thus reducing emissions in East Lothian, particularly the Musselburgh area. Noted the additional financial impacts that may be associated with a higher demand for public transport such as the need for additional infrastructure to be in place to support this demand particularly in relation to local parking / transport hubs such as Park and Ride facilities. As a neighbouring authority, we would therefore for be grateful for any further consultation in relation to this.
Falkirk Council	Falkirk Council supports the policies and associated outcomes contained within the City of Edinburgh "City Mobility Action Plans 2021-2030". Specifically, the policy measures "Movement 2 – Bus Network Review", "Movement 3 – City Interchanges", "Movement 26 – Managing Deliveries and Servicing", "Movement 31 – Low Emission Zone Scheme" and "Movement 32 – Cleaner Vehicles" if achieved, the measures are expected to aid the improvement of local air quality and overall public health across the city. KPIs found on page 58 of the Action Plan are intended to show the progress of the collective measures. Falkirk Council supports the air quality KPI "Reduce harmful emissions from road transport" by reducing NO ₂ at roadside locations and the plan to revoke all traffic-related AQMAs currently in place in addition to the other stated "Measuring Success KPIs".
Fife Council	Quite detailed comments and suggestions as follows: <ol style="list-style-type: none"> 1. Para 4, Page 14 "At the time of writing, 2021 monitoring data are not yet available." When will this data be available? 2. Para 3, Page 21 "Development of the 20-minute neighbourhood concept". Further description explaining the latest consultation stage of this concept, and associated web link, could be provided here. 3. Page 23, City Plan 2030 Has consideration been given to the production of air quality supplementary planning guidance? 4. Page 23, 2030 Climate Strategy Has consideration been given to assessing (through for example modelling) the impacts of climatic measures on air quality? 5. Page 29, Para 1, The Council has also been awarded funding from the Scottish Government to undertake source apportionment work for the Glasgow Road AQMA in 2022/23. Please provide a brief description of this work here. 6. Page 29, Para 7, "Implementation of the LEZ, which should reduce concentrations of nitrogen dioxide in central Edinburgh to a level which achieves the air quality objectives and Limit Values at most locations"

	<p>What about those locations where objectives/Limit Values will not be met - how will this be addressed?</p> <ol style="list-style-type: none"> 7. Page 30, First Bullet Point, "Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve for example Inverleith Row." What specific actions will be implemented? 8. Page 30, Second Bullet Point, "Through collaborative working". Please provide examples with whom. 9. Page 36, Action 2.2. Details of resourcing and programming to be confirmed with Major Junctions Review. When is this likely to be completed? 10. Page 37, Action 6.1 Further description of how the uptake and use of biomass is to be discouraged in commercial settings could have been provided. 11. Page 38, Action 7.2. Fife Council would be interested in learning more about the processes involved in developing the SEPA regional model in Edinburgh. 12. In Page 39, Action 8.3, please provide examples of targeted intervention. 13. In Page 42, Last Para, please describe how to promote zero carbon city centres within the existing LEZ structures 14. In Page 44, Para 4, "Use innovative approaches to managing traffic flow, for example incorporating air quality sensors to manage traffic flow in real time in line with the Digital and Smart City Strategy". Fife Council would be interested in collaborating with the City of Edinburgh Council on such an approach. 15. In Page 44, Fife Council would like to see the Review of major junction efficiency across the city of Edinburgh, including consideration of air quality in informing its own deliberations on such matters. 16. In Page 45, Action 2.4. " Make use of the City's air quality model developed under the CAFS National Modelling Framework (NMF) for the LEZ, to help understand the air quality impacts of proposed street projects; and to assist in the selection of mitigation measures where necessary, to maximise improvements in air quality." Fife Council would appreciate a demonstration of this technology in informing its own action planning processes. 17. In Page 55, Para 4, "Wider collaboration will also continue with transport professionals (Council transport planners and Transport Scotland), planners, climate strategy colleagues and with NHS Lothian in order to identify future policy areas which will require consideration." Fife Council would if possible like to attend such a workshop as part of the action planning process. 18. In Page 58. Para 3. Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city and inform any targeted interventions. Will City of Edinburgh Council consider a background survey using sensor monitoring
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	<p>equipment to assess potential contribution of domestic solid fuel burning to particulate matter concentrations?</p> <p>19. With the introduction of an LEZ will there be a potential effect on Fife's air quality with the following issues.</p> <ul style="list-style-type: none"> · secondhand vehicle market with noncompliant vehicles being cheaper and purchased by Fife residents · Non-compliant HGV's and buses serving Fife
SEPA	<p>Detailed and useful comments from SEPA provided within a template draft of the AQAP. Main points as follows:</p> <ul style="list-style-type: none"> • Recommends that Salamander St brought within the same AQAP as currently compliant and onerous to do separate plan - if separate plan then this is needed by March 2024 • Consider shortening introduction and section 2 (Air Quality in Context) • Cut out current AQ section and refer to APR • New template for AQAPs has been introduced since the document was drafted, also suggested to cut out or reduce policy section • refer to revised AQAP template sent by SEPA to ensure minimum requirements for information on actions is met (for example include more specific implementation timescales)

A copy of the formal letter issued to consultees is shown on the following page.

Name and Address

Date

25 May 2023

Dear XXXX

The City of Edinburgh Council. Re. Air Quality Action Plan consultation as part of Local Air Quality Management duties under the Environment Act 1995 (as amended)

The City of Edinburgh Council (CEC) is seeking views on a draft Air Quality Action Plan. The Plan outlines the proposed actions to improve air quality in Edinburgh over the next 5 years, and once approved will replace the previous action plan, with progress being reported on annually to the Scottish Government.

The draft Air Quality Action Plan focusses on locations where there are current exceedances of the health-based air quality objectives, but also identifies strategic measures which will ensure that concentrations of a number of pollutants are reduced across Edinburgh, even below current objectives. This approach is supported by that set out in the Cleaner Air for Scotland Strategy, which provides national policy support for a precautionary health approach to air pollution.

The transport elements of the Plan are undergoing widespread consultation as part of a wider consultation to support the delivery of the approved [City Mobility Plan](#) (CMP), which also includes four other Action Plans (Active Travel, Public Transport, Road Safety and Parking) which all provide cross-cutting opportunities for improving air quality. All of the Action Plans, including the Air Quality Action Plan are available at www.edinburgh.gov.uk/citymobilityactionplans. Sitting across the five action plans is the emerging citywide Circulation Plan and associated street-space allocation framework. This wider consultation is ongoing with a questionnaire, workshops and focus groups www.edinburgh.gov.uk/cmpconsultation.

In addition to the above consultation, we are asking statutory consultees to provide feedback directly on the draft Air Quality Action Plan, which is itself a statutory requirement.

Any comments on the actions included in the Plan, and the context for the actions would be welcomed. A copy of the draft Air Quality Action Plan can be found at www.edinburgh.gov.uk/citymobilityactionplans. Please provide any written response by email to spatial.policy@edinburgh.gov.uk or via post to the City of Edinburgh Council, Level G.3, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG. Alternatively, we would be pleased

to discuss any queries you may have on 07927 680386.

Response should be made by 7th July, so that an initial assessment of feedback can be made. However, if you require more time please get in touch for a later deadline.

Thank you in advance for your time and expertise.

With kind regards,

**Summary of the Air Quality
Action Plan workshop**

**City of Edinburgh
Council:**
Review of Workshop 7th
June 2023

August 2023

Document Control

Client	City of Edinburgh Council	Principal Contact	Shauna Clarke
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Job Number	J10-12566C-10
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Report Prepared By:	Dr Clare Beattie
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J10-12566C-10/1/D1	9 August 2023	Final	Choose an item.

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1 Introduction

- 1.1 A suite of action plans designed to support the delivery of the City Mobility Plan to 2030 (CMP) aim to create cleaner, greener, safer, more accessible and affordable travel choices, while reinforcing the Capital's Net Zero 2030 goals. In addition to the Air Quality Action Plan, the Active Travel Action Plan, Road Safety Action Plan, Parking Action Plan and Public Transport Action Plan are also being consulted on, as well as the Future Streets Framework, which outlines how CEC can make changes to the allocation of limited street space to improve our streets. Consultation drafts of all of the action plans can be found at <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>
- 1.2 As part of a wider consultation process which has included in person workshops, an online questionnaire, Focus Groups and drop-in sessions, an air quality specific workshop was held by City of Edinburgh Council on the 7th June 2023 at the City Chambers, to consult specifically on the Air Quality Action Plan. This short note provides an overview of discussions held at the workshop in response to issues discussed.
- 1.3 The workshop covered an introduction, and context for the Air Quality Action Plan, then three discussion sessions covering actions under the following headings; Domestic Solid Fuel Burning; Integrated Policy and Strategic Transport and Active Travel. At each discussion session, there were two tables of representatives, in order that individual views could be captured.
- 1.4 There were 18 attendees to the workshop, which are listed in Appendix 0.

2 Summary of Discussions

- 2.1 The following themes have been extracted from the discussions (amalgamating responses from both groups of attendees). The discussion points from each group, as written on the day, are summarised in Appendix 0.

Domestic Solid fuel Burning - Main Reasons?

- 2.2 The main reasons for burning solid fuel domestically were thought to be aesthetics and lifestyle choice, with members of the population believing they are doing the right thing for climate change, and also burning because of increasing energy prices. There may be some people for which solid fuel is a primary source of heat (particularly the older generation), either through not having central heating, or because of increased energy prices. Some attendees felt that burning in Edinburgh is not motivated by fuel poverty but more motivated by climate change concerns, which has been caused by conflicting messaging. Fife Council have undertaken a study, including why people burn solid fuels in their homes – it would be useful to have sight of this.
- 2.3 Construction site burning is also a concern, as are food businesses burning charcoal in Tandooris and BBQs. Areas just outside of Edinburgh are not Smoke Control Zones and are still burning coal/ wood, which will have an impact on PM_{2.5} concentrations in Edinburgh.

Domestic Solid fuel Burning - What are issues which might arise?

- 2.4 Messaging is complex, especially the overlap with climate change, and, if you provide messaging on how to 'burn better', you appear to be endorsing wood burning? Burning solid fuels could be cheaper (especially if foraging wood) or perceived as cheaper with increased cost of energy. Should also consider health aspects (i.e., worsening of indoor air).
- 2.5 Lack of enforcement of Smoke Control Areas (SCAs) over many years, and lack of interaction with net zero policies (how to transition people who currently burning solid fuels as primary heat source) were highlighted as issues. Building standards for flues were also discussed (to ensure greatest dispersion). Retrofitting of alternative energy into tenements might be problematic, as might alternatives such as hydrogen (which can't use existing gas infrastructure).

Domestic Solid fuel Burning - how to reduce emissions?

- 2.6 There were several suggestions for this including:
1. need to use carrot and stick (i.e., if people want to keep stoves, they would have to fit filters to reduce pollution, carrot could be CEC assisting with grant schemes).
 2. Legislation change – get cross party support first and inform the public about impact of burning.

3. Guidance and advice for the public is key– it was considered useful if consistent messaging could be developed nationally. Health messages required.
4. Need to stop garden waste charge, which is short sighted.
5. When replacing stoves, people should be required to upgrade with better cleaner model.
6. Biggest issue is whole house retrofit (WHR) – need to remove some planning restrictions.
7. District heating is a crucial part of the solution. Grants suggested for communal heating systems.
8. Suggested doing similar work in Edinburgh to that undertaken in Fife in relation to data gathering.
9. **To note:** SG indicated main focus would be on Eco design standard which all new stoves must meet – challenge is how to switch out old stoves for Ecodesign ones. Also focussing on a public engagement strategy on domestic burning. Consulting on banning of house coal but focus in relation to burning of wood will be on the type of wood and the way it is burned to ensure efficient burning as far as possible. Wood burning more difficult to regulate as is getting the tone of messaging right. Similar approach to England through Domestic Solid Fuel Regulations.

Integrated Policy – Main Challenges

- 2.7 The perception is that biomass is environmentally friendly, but CEC needs to increase awareness and challenge this view. What the lifecycle – air quality/ carbon impact is, will depend on where material is coming from and how it is produced.
- 2.8 With many of these actions which come under integrated policy, getting buy in from other parties involved is a major challenge. We need goals, targets – not soft ‘asks’ – need to prove clearly why needed. Encouragement is difficult – need long term monitoring which shows benefits that have been accrued from various measures, and a feedback loop (people will care more if they can understand their contribution/impact).
- 2.9 There are contradictions between planning, building standards and environmental health – extremely difficult to get consistent approach and enforceability. Also, a gap between council regulation and SEPA.
- 2.10 District heating is a good option but needs to be affordable compared to other sources – needs to be viable on cleanest fuels.
- 2.11 Need to be clearer on unintended consequences of some of these policy options.
- 2.12 Charcoal and BBQ businesses as well as food smoking becoming more popular.

2.13 In urban areas we should be providing collective shared solutions.

Integrated Policy – Opportunities

2.14 We need to prioritise the worse and most impactful solutions – licensing and enforcement officers focusing on one or two pubs with open fires not best use of time/limited resource.

2.15 Is Edinburgh Airport and aviation fuel included in any monitoring or enforcement?

2.16 Low emission zone aligned with PM_{2.5}/ PM₁₀ sources for domestic and commercial sources of wood and coal burning.

Integrated Policy – Taking actions forward in practice

2.17 There were several suggestions for further measures on integrated policy including:

10. Licensing – ban for outdoor heaters/ patio heaters in licensed premises – suggested this should include items like fossil fuelled patio heaters. Change alcohol and other civic government licensing policy to ban solid fuel burning by food and other businesses.

11. Supplementary Planning Guidance: NPF4 – LDPs should include AQ as a material planning consideration – this should supersede the need for individual supplementary planning guidance in LAs (NB Fife’s supplementary planning guidance on air quality links into the climate strategy).

12. Plan must include emissions from Miller Hill incineration plant and AD dealing with Edinburgh and Mid Lothian domestic waste (just outside city bypass).

13. Workshop within council a good idea but even better to have regular air quality meetings, also including external partners (working group/ delivery group for AQAP).

14. Lots of opportunities tailored to education in proposed actions in AQAP – should be part of school curriculum in primary & secondary.

15. Incentives for using less fuel for commercial drivers could be helpful.

16. Could parking enforcement officers help with anti-idling?

17. We need better data capture and monitoring to show impact and to identify priorities – granular detail needed rather than city emission averages. Insufficient network of monitoring on PM_{2.5}.

18. Fix Edinburgh’s roads & congestion – need proper maintenance across whole network as lack of maintenance impacts on air quality.

Strategic Transport - challenges

2.18 In relation to planning, challenges were wide ranging and included the impact of new development on already congested/ polluted roads, with the City Plan, and planning in general,

needing to be better at reducing car kms and ensuring all parking spaces have EV chargers. Developers overturning Council-refused developments by appeal really challenging especially where known air quality impacts from that development (process needs more accountability). Retail parks and convenience of getting in the car too attractive.

- 2.19 Other points were made such as the attitude to buses needs changing (even where buses work properly there is still a negative perception), but generally better coordination of transport is needed. Covid has had a long-lasting impact on public transport use, and bus journey times have increased. Sometimes relatively simple improvements can make a difference (e.g. appropriate shelters at bus stops, reliable bus/ public transport tracker).
- 2.20 It was pointed out that an increase in active travel doesn't necessarily mean a reduction in vehicle kms.
- 2.21 Regarding the LEZ – concern that the current monitoring network does not cover the effects which might be caused by displacement. Need to address that to alleviate concerns. This was felt also to be relevant in relation to LTNs. Air Quality monitoring and reporting has to be fit for purpose. Similarly in relation to the Parking Action Plan and the increase in people parking outside the controlled zone and in future the LEZ. So monitoring needed to assess all plans.
- 2.22 Zero Carbon Zones are false – batteries of EVs have a carbon footprint (include this within plans).

Strategic Transport - opportunities

- 2.23 As for previous workshop sessions, messaging was deemed very important, and the need to be clear, with health at the core of messaging.
- 2.24 Developer contributions – are we maximising opportunities to get finance from developments to support AQ improvements?
- 2.25 For a lot of disabled people car travel is essential – need to make provision – can get bikes for people with disabilities but not all.
- 2.26 Comments included that the bus system is great with great initiatives going on, but people don't know about them! Need better comms – selling message – CEC Website important but too much information to get through – executive summaries would be helpful, press articles, road shows at places of employment etc.
- 2.27 Summarise 1 page of endeavours of what we are doing and why with public health message.
- 2.28 Need to support Community Councils more.
- 2.29 LEZ awareness raising – positive effect of bus improvements etc. Need some positive news stories.

- 2.30 Pilot air quality exposure studies, wearable AQ sensor to show difference after LEZ for average citizen using urban zones.
- 2.31 All action plans to have air quality input metric (ie not just Air Quality Action Plan).

Strategic Transport – Taking Actions Forward in Practice

- 2.32 Some of the suggested actions include:

19. AQAP needs some specific actions for NHS / Public Health Scotland.
20. Workplace Parking Levy was deemed a key action for modal shift.
21. Congestion charging needs to be thought about again.
22. Encouragement of cycling should include cycle training – cycle-wide training scheme needed. Cycle hire scheme needed to come back – road design and training key. Also, could do more to encourage cycling and safety – adverts on buses – give ‘Sarah’ space – hard hitting reminders for everyone to understand cyclists etc and everyone’s needs. Support eco deliveries on cargo bikes- shops have grant for these.
23. Parking strategies discussed, could retail parks charge for parking? Emissions based parking permits supported, but can the Council go further?
24. Implementation plan for all 5 Action Plans (prioritisation/ phasing to be communicated).
25. Public awareness is key to implementing active travel – needs comms to be in simple terms.

Appendices

<u>A1</u>	<u>Attendees.....</u>	<u>9</u>
<u>A2</u>	<u>Overview of Workshop Discussions</u>	<u>10</u>

Attendees

Councillor Scott Arthur	City of Edinburgh Council
Tanith Allinson	SEPA/ Scottish Government
Eloise Griffin	Fife Council
Donald Payne	Fife Council
Mark Herron	Midlothian Council
Dr Mark Miller	University of Edinburgh
Jerome Woodwark	University of Edinburgh
Professor John Womersley	University of Edinburgh
Esme Allen	Asthma and Lung UK
John Brennan	NHS Lothian
Ken Robertson	Edinburgh Association of Community Councils
Ailsa Collin	Jacobs, representing Chamber of Commerce
Monty Roy	Leith Walk Police Box
Gordon Manson	Energy Savings Trust
Andrew Campbell	Royal Env Health Institute of Scotland (REHIS)
Grant Stewart	Essential Edinburgh
Douglas Patullo	Royal College of Physicians of Edinburgh
Gordon	Air Node

Overview of Workshop Discussions

AQAP Feedback – Group 1

Particulate matters - need full response

Sea salt

SESSION 1

Main Reasons for Domestic Burning Edinburgh (solid fuel)

- Mixing CO₂ climate impacts with particulates – most isn't solid fuel now for cooking/heating
- Messaging complex – BBQs, gas burning etc – not a climate problem? Need to make sure messaging is clear
- Aesthetics and lifestyle choice – been sold as net-zero – wood is 'renewable research' – importing wood pellets from USA – miss -sold!
- Primary source of heat for some people – particularly older generation
- Fife Council – share study they did – yes! survey good response rate
- PD – flue not stove – as applicants to provide info on stove – if you already have a chimney you don't need planning permission – height and dispersion determined – enforcement useless.
- Building regs more specific in controlling wood burners – fuel burnt only if a new flue is needed
- Construction site burning is also a concern (NB. a permit can be registered with SEPA to burn up to 10 tonnes of wood per day if not creating statutory nuisance issues so a bit of a conflict there)
- Garden waste now in normal wheelie bins

What see as issues which might arise from reducing solid fuel burning

- If people use wood burners intermittently people won't feel like they can make an impactful change – luxury, not used as main heating/cooking source
- Cost of living – wood burners could be cheaper / perceived as cheaper
- Need to consider health aspects – indoor air quality
- Indoor air quality – went up chimney – houses built now to be energy efficient so air sealed in more than in older properties
- Some people have no idea what they are burning
- Cheap air quality monitors for indoors being used

Best way of reducing domestic burning emissions

- Carrot and stick – if people want to keep stoves have to fit filters to reduce pollution – carrot could be CEC could assist – grant schemes – unfair not to help people
- Education and information needed – some people don't realise burning indoors or garden waste is harmful
- Need to stop garden waste charge – short-sighted
- When replacing stoves people should be required to replace with upgraded better cleaner model – not like for like or worse

- Have to show progress if imposing rules/penalties
- Degrees of freedom from people being taken away if someone has bought a stove thinking they are helping
- Biggest issue is whole house retrofit – need to remove retrofit roadblocks i.e. planning inhibitions in not being allowed to upgrade glazing, cost is prohibitive, have to do all retrofits (window and walls) at same time – needs to be more flexible, too costly to do all at once, heat pumps expensive and in tenement buildings need all to agree/pay – district heating is critical part of solution (RW Note - check City Plan on policy for district heating, I think Planning has guidance doc as well)
- Emotional overload for people dealing with these issues

SESSION 2

Integrated Policy – main challenges of taking forward actions

- Biomass burning – is there legislation that controls i.e. for schools etc? – no constraints on what emissions/resultant air quality – control height of stack but no limits on emissions – this is big challenge – can planning help? Do we need to lobby SG for clear and restrictive legislation?
- Perception of biomass is that it's environmentally friendly – need to challenge this
- Legislation needs to keep up with understanding & how it works in practice i.e. planning process, action plans etc
- Need goals, targets – not soft 'asks' – need to prove clearly why needed. Encouragement is difficult – need long term monitoring which shows benefits that have been accrued from various measures – show impact! Feedback loop – people will care more if can understand their part/impact
- Biomass – what is lifecycle – start/finish – air quality/carbon impact – need to be educated on where material is coming from/how produced
- Not clear and contradictions between planning, building standards, environmental health – extremely difficult to get consistent approach and enforceability
- Gap between council regulation and SEPA
- If cheaper – more attractive, and grant support was available but not so much now – need to look at whole picture
- District heating a good option – need a big anchor though (like a hospital)
- Heat from mine water in Midlothian is a potentially good prospect – exploring atm
- In urban area should be providing collective shared solutions
- 'Net zero' is difficult term – good in one place bad in another (planting trees in different places but not tackling action causing pollution at source) – offsetting – can we not just do good
- Be clearer on unintended consequences
- Placemaking strategies – unclear what that actually means
- Businesses especially small businesses need to be protected – 20 min neighbourhood concept difficult for businesses where employees are coming from outside neighbourhood

Integrated Policy – opportunities

- Need to really prioritise the worse and most impactful solutions – licensing and enforcement officers focusing on one or two pubs with open fires not best use of time/limited resource

- District heating needs to be affordable compared to other sources – needs to be viable on cleanest fuels
- Heat exchanges
- Need to ensure standards are consistently applied and understood
- Need better data capture and monitoring to show impact and identify priorities – granular detail needed rather than city emission averages
- Lots of opportunities tailored to education in proposed actions in AQAP – should be part of school curriculum in primary & secondary. Young people are challenging the way we do things which is good! Start at beginning of life
- Incentives for using less fuel – engine idling (railway drivers incentivised in this way in
- Could parking enforcement officers help – challenging!
- School buses, operational vehicles - lead by example
- Some cars switch off automatically – part of this issue will resolve itself in terms of idling but education is key – concentrate on the big things rather than those that are resolving themselves
- Fix Edinburgh's roads & congestion – need proper maintenance across whole network as this impacts on air quality
- Is Edinburgh Airport and aviation fuel included in any monitoring or enforcement?

SESSION 3

Main challenges of taking Strategic Transport actions

- Insufficient network of monitoring esp. PM_{2.5}
- Impact of new development on already polluted roads
- City Plan – planning in general needs to be better at reducing car kms and ensuring all parking spaces have EV chargers
- Reporters overturning Council-refused developments by appeal really challenging especially where known AQ impacts from that development – process needs more accountability
- Retail parks - convenience of getting in car too attractive

Main opportunities of taking Strategic Transport actions

- Get message out and clear – health at the core – as many CCs as possible and local residents (EACC offering support for this) – channel through EVOC
- Need some specific actions from NHS / Public Health Scotland in AQAP
- Need better network of monitors as picture atm may not be representative
- Workplace Parking Levy is key
- Congestion charging needs to be looked at again
- Cycle training – cycle-wide training scheme needed
- Cycle hire scheme needed to come back – road design and training key
- Retail parks - charge for parking?
- Council tax – parking permits emission related is good – can we go further
- Developer contributions – are we maximising opportunities to get finance from developments to support AQ improvements?
- For a lot of disabled people car travel is essential – need to make provision – can get bikes for people with disabilities but not all

- Bus system is great – great initiatives going on but people don't know about them! Need better comms – selling message – CEC WEBSITE important but too much info to get through – exec summaries would be helpful, press article, road shows at places of employment etc
- Could do more to encourage cycling and safety – adverts on buses – give 'sarah' space – hard hitting reminders for everyone to understand cyclists etc and everyone's needs
- Summarise 1 page of endeavours of what we are doing and why with public health message – EACC
- Need to support Community Councils more

AQAP Feedback – Group 2

There was a general thought that within the 5 actions plans, the AQAP was slightly different to the other four in that it had actions outside of the remit of the CMP, and because of this, it should sit outside of the CMP (but still linked) in a similar way that the climate strategy does (ie overarching the others).

SESSION 1

Main Reasons for Domestic Burning Edinburgh (solid fuel)

- Aesthetic purposes
- Energy prices
- Poverty – people burning salvaged wood (pallets etc) in fireplaces and wood burning stoves - treated wood and burning of inappropriate materials.
- Felt that burning in Edinburgh not motivated by fuel poverty but may be motivated around climate change but ignoring air quality. Conflicting messaging.
- Food businesses burning charcoal in tandooris and BBQs
- People think their one small fire will have little or no impact on air quality
- Areas just outside of Edinburgh are not Smoke Control Zones and still burning coal/ wood

What see as issues which might arise from reducing solid fuel burning

- Lack of enforcement of Smoke Control Areas over many years
- Interaction with net zero policies – how to transition people who currently burning solid fuels as primary heat source
- Building standards for flues
- LEZ – should result in reduction of NO₂ however felt that the LEZ ignores the potential increase in PM_{2.5} which may result from increases in domestic burning
- Retrofitting of alternatives (to fossil fuels incl. gas) into tenements might be problematic. As might alternatives like hydrogen – H₂ can't use existing gas infrastructure, methods of production and ways of moving it about problematic

Best way of reducing domestic burning emissions

- Legislation change – get cross party support first and information public about impact of their burning

- Guidance/advice for public – SG has domestic emissions working group which is endeavouring to develop such messaging – it would be useful if consistent messaging could be developed nationally
- SG indicated main focus would be on Eco design standard which all new stoves must meet – challenge though on how to switch out old stoves for Ecodesign ones. Also focussing on a public engagement strategy on domestic burning. Consulting on banning of house coal but focus in relation to burning of wood will be on the type of wood and the way it is burned to ensure efficient burning as far as possible. Wood burning more difficult to regulate as is getting the tone of messaging right.
- Provide information and guidance
- Health messages required
- CAFS2 – currently consultation on abolishing permitted development rights for flues for woodburning stoves <https://www.gov.scot/publications/scottish-government-review-permitted-development-rights-phase-3-consultation/pages/2/>
- Research study in CAFS2 at national level on domestic burning, which will conclude in 2025 (looking at urban and rural areas separately)
- Fife have undertaken Solid fuel burning survey locally as part of their AQAP – so assess levels of burning/ what people are burning etc – similar work in Edinburgh may also be useful
- Grants suggested for communal heating systems

SESSION 2

Integrated Policy – main challenges of taking forward actions

- Getting buy in from other parties involved
- Charcoal and BBQ business model
- Food smoking becoming more popular
- Licensing – ban for outdoor heaters/ patio heaters in licensed premises

Integrated Policy – opportunities

- Supplementary Planning Guidance? NPF4 – LDPs should include AQ as a material planning consideration – this should supersede the need for individual supplementary planning guidance in LAs
- Ban solid fuel burning in licenced premises (outside and for cooking) – suggested could include requirements in licencing conditions – change in licensing policy. Suggested this should include items like fossil fuelled patio heaters
- Low emission zone aligned with PM_{2.5}/ PM₁₀ sources for domestic and commercial sources of wood and cola burning.
- Fife’s supplementary planning guidance on air quality links into the climate strategy

Best way of taking forward in Practice

- Plan must include emissions from Miller Hill incineration plant and AD dealing with Edinburgh and Mid Lothian domestic waste (just outside city bypass)
- Workshop in council a good idea but even better to have regular air quality meetings, also including external partners (working group/ delivery group for AQAP)
- Ban solid fuel burning in licensed premises?

- Change alcohol and other civic government licensing policy to ban solid fuel burning by food and other businesses

SESSION 3

Main challenges of taking Strategic Transport actions

- Attitude to buses needs changing (even where buses work properly etc)
- Increase in active travel doesn't necessarily mean a reduction in vehicle kms
- Infrastructure – better coordination of transport needed
- Issues for people using buses/public transport – covid, less suitable for families and unreliable. Bus journey times increased. Weather – appropriate shelters required
- Reliable sat nav bus/ public transport tracker
- LEZ – concern that the current monitoring network does not cover the effects which might be caused by displacement. Need to address that to alleviate concerns. This was felt also to be relevant in relation to LTNs. AQ monitoring and reporting has to be fit for purpose. Similarly in relation to the Parking Action Plan and the increase in people parking outside the controlled zone and in future the LEZ. So monitoring needed to assess all plans.
- Zero Carbon Zones are false – batteries of EVs have a carbon footprint (include this within plans)

Main opportunities of taking Strategic Transport actions

- LEZ awareness raising – positive effect of bus improvements etc. need some positive news stories
- Support eco deliveries on cargo bikes- shops have grant for these
- Pilot air quality exposure studies, wearable AQ sensor to show difference after LEZ for average citizen using urban zones
- All action plans to have air quality input metric

Best way of taking forward in Practice

- Implementation plan for all 5 Action Plans (prioritisation/ phasing to be communicated)
- Public awareness is key to implementing active travel – needs comms to be in simple terms
- Consultation: 'you said, we heard, we will do'

FUTURE EDINBURGH

Page 536



Cleaner, greener and safer for everyone



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www.edinburgh.gov.uk/futureedinburgh

Delivering the City Mobility Plan

Communications report

August 2023

Overview

Communications support

Communications activity supported the Delivering the City Mobility Plan consultation from its launch on 21 April until its closing date on 9 July.

Communications over this period included paid, earned, partner and owned activity, covering:

- Paid and own channel social media
- Radio advertising
- Bus advertising
- Google advertising
- Lamppost wraps, posters and flyers
- Press releases and opinion articles

Paid media activity

Paid activity summary

The paid media campaign delivered just over **3.5 million impressions** across Edinburgh and over **15,000** clicks to the City of Edinburgh Council website.

The majority of this traffic was sourced from **Google Display Network**. This channel also presented the lowest cost per click.

Each channel delivered well and above benchmarks, with Spotify delivering a number of clicks. This is particularly encouraging for an audio platform as typically most users don't take the time to click through while listening.

Facebook and Instagram delivered the highest click-through rate (CTR) of all the channels, creating good engagements in terms of comments, save and shares.

Bus rear advertising

74x bus rears produced

- Adverts ran from 12th June to beyond consultation closing date
- Buses ran from 3x Lothian Buses depots:
 - Edinburgh Central
 - Longstone
 - Marine depot



Radio advertising

30 second advert ran on Forth Radio

- **66** spots over 14 days (5th – 18th June)
- Total combined reach: **357,613**
- Total combined impacts: **2,181,202**

Script:

We think Edinburgh is one of the best places in the world to live.

As our city grows, we need people, goods and services to move around Edinburgh in a way that's better for all of us.

Edinburgh Council wants your views on plans that'll deliver cleaner, greener and safer streets with greater public transport and active travel options everywhere.

How do we make our streets work best for everyone?

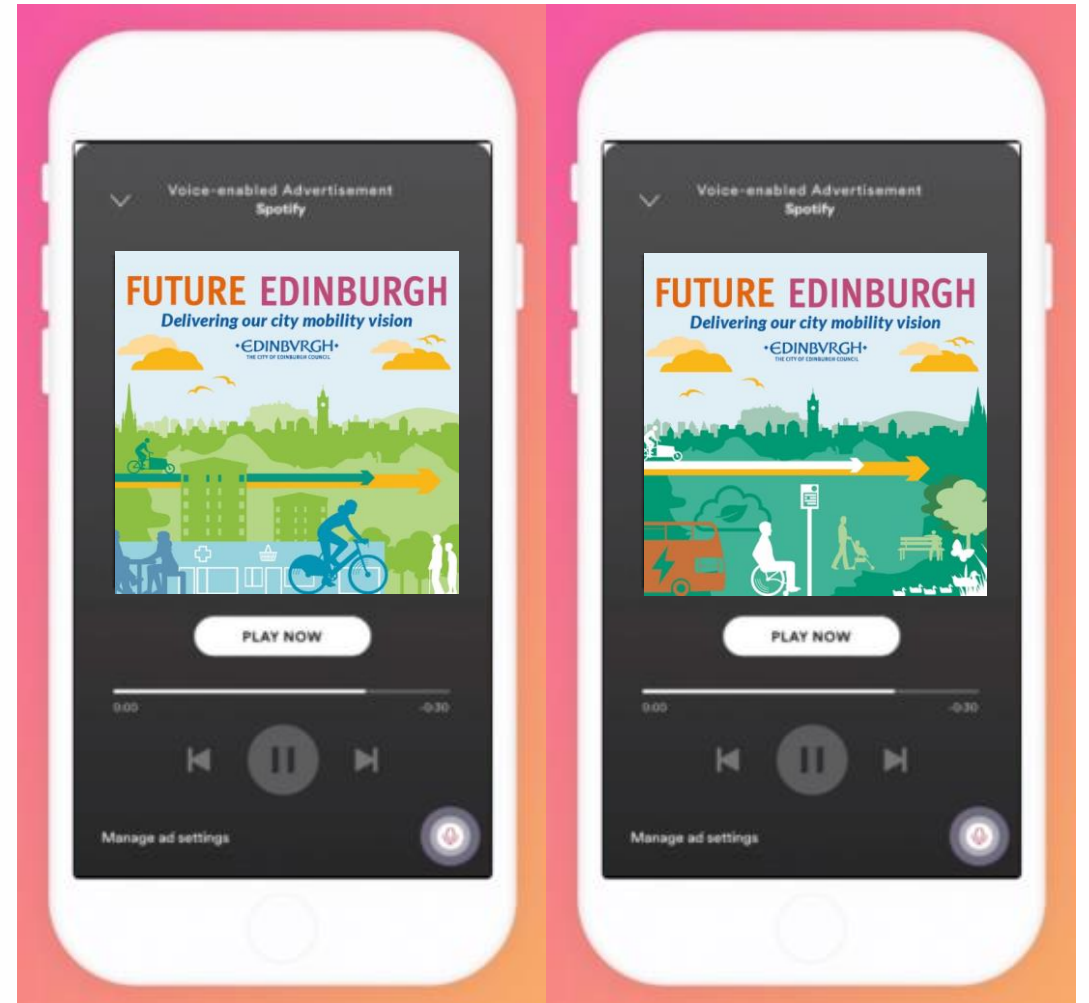
Give your views at [edinburgh dot gov dot uk slash C M P consultation](http://edinburgh.gov.uk/consultation)



Spotify advertising

30 second advert

- Targeting all adult Spotify users geotargeted to Edinburgh
- Ran throughout June
- Impressions: **514,064**
- Clickthroughs: **73**



Facebook + Instagram (paid)

Newsfeed adverts targeting all adult users (no specific interest or demographic targeting)

- Geotargeted to City of Edinburgh Council region.
- Ran in two segments: 22nd May – 4th June, and 12th – 25th June.
- Impressions: **310,391**
- Clickthroughs: **4,795**
- Reach: **118,178**
- Engagements: **6,078**
- Comments: **577**
- Shares: **91**



Google Display Network

Mixed standard format adverts

- Targeting news, local news and events, local interest
- Ran between 8th June - 5th July
- Impressions: **2,712,357**
- Clickthroughs: **10,355**



Owned media activity

Owned activity summary

Our owned activity centred on organic social activity – primarily to promote the online consultation hub – and lamppost wraps, posters and flyers to encourage traffic to the in-person drop-in events across the city.

Altogether, our organic social posts reached over **350,000 users**, generating just under **4,000 engagements**.

30 lamppost wraps were installed in 10 locations around the city to promote the drop-in events, supported by social media posts, posters, flyers (for the City Arts Centre event) and outreach to community councils.

Lamppost wraps

30x lamp post wraps placed

- All drop-in sessions promoted with 3x local lamppost locations:
 - Leith
 - Gilmerton
 - South Queensferry
 - Blackhall
 - Piershill
 - City Art Centre
 - Currie
 - Granton
 - Wester Hailes
 - Oxgangs
 - Ratho

HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?



Give your views on making Edinburgh cleaner, greener and safer

Join us at Piershill Library on Wednesday 7 June 3pm – 7pm

We will also be at the City Art Centre:
Friday 9 June 1pm – 5pm
Saturday 10 June 10am – 4pm

Find out more and check our other dates for drop-in sessions around the city:
www.edinburgh.gov.uk/cmpconsultation



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HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?



Give your views on making Edinburgh cleaner, greener and safer

Join us at Wester Hailes Education Centre on Wednesday 14 June 3pm – 7pm

We will also be at the City Art Centre:
Friday 9 June 1pm – 5pm
Saturday 10 June 10am – 4pm

Find out more and check our other dates for drop-in sessions around the city:
www.edinburgh.gov.uk/cmpconsultation



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Community posters

Posters produced for each drop-in event

- Issued to host facilities, community councils and groups to encourage support for promotion of events



**HOW DO WE MAKE
OUR STREETS WORK
BEST FOR EVERYONE?**

Give your views on making Edinburgh cleaner, greener and safer

**Drop in for a chat
to find out more**

City Art Centre
Friday 9 June 1pm to 5pm
Saturday 10 June 10am to 4pm

www.edinburgh.gov.uk/cmpconsultation

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The poster features a central illustration of a street scene with a cyclist, a person in a wheelchair, and a bus. A green circle on the right contains the text 'Give your views on making Edinburgh cleaner, greener and safer'. The background is a light orange color. The text is in various colors: purple and orange for the main title, green for the call to action, and black for the event details.

City Arts Centre event flyers

500x flyers produced

- Distributed to people in Edinburgh City Centre during City Arts Centre drop-in event dates

HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?

Actions to deliver Edinburgh's City Mobility Plan

Join us at drop in sessions

ACTIONS TO DELIVER EDINBURGH'S CITY MOBILITY PLAN

We want to concentrate on creating good places to live and work across Edinburgh. We have an ambitious 2030 target to lower the number of kilometres travelled by car in the city by 30%. Edinburgh also aims to end poverty and be a net-zero city by 2030.

Find out about our action plans which are designed to support delivering our City Mobility Plan and give us your views.

Drop in sessions

City Art Centre, 2 Market Street, Edinburgh EH1 1DE

- Friday 9 June from 1pm to 5pm
- Saturday 10 June from 10am to 4pm

We will also be in

- Currie Library, 210 Lanark Road West, Edinburgh EH14 5NX on Monday 12 June from 3pm to 7pm
- Granton Primary School, 59 Boswall Parkway, Edinburgh EH5 2DA on Tuesday 13 June from 3.15pm to 7pm
- Wester Hailes Education Centre, 5 Murrayburn Drive, Edinburgh EH14 2SU on Wednesday 14 June from 3pm to 7pm
- Oxfangs Neighbourhood Centre, 71 Firrhill Drive, Edinburgh EH13 9EU on Tuesday 20 June from 3pm to 7pm
- Ratho Community Centre, School Wynd, Ratho, Newbridge EH28 8TT on Wednesday 21 June from 3pm to 7pm

Give your views online www.edinburgh.gov.uk/cmpconsultation

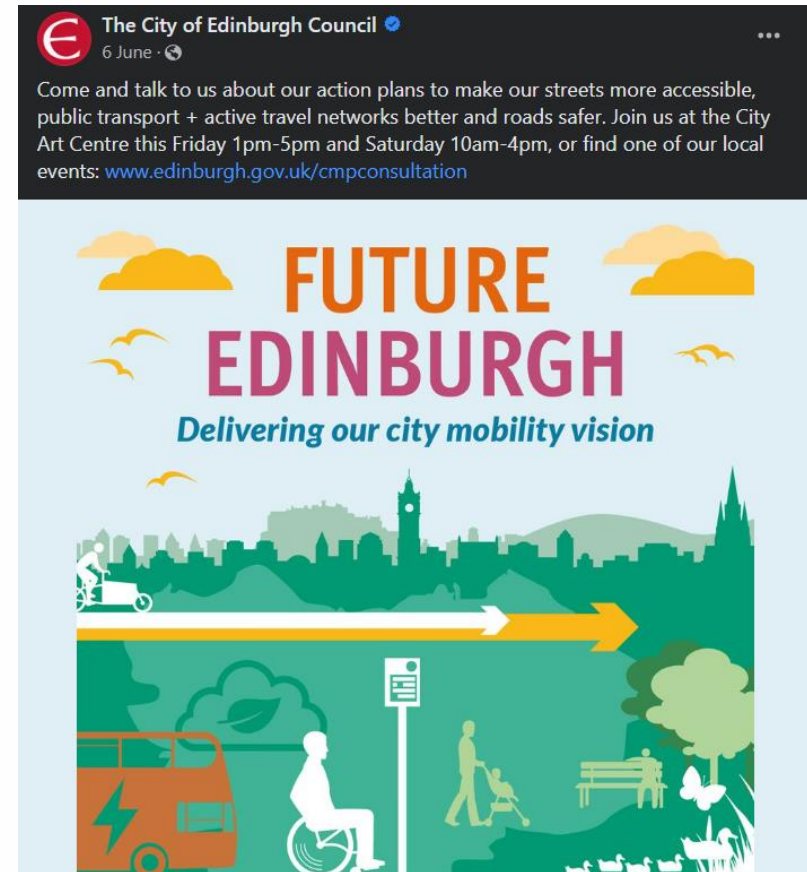
More information on www.edinburgh.gov.uk/citymobilityactionplans

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Facebook + Instagram (organic)

Total combined posts on City of Edinburgh Council channels throughout consultation period:

- Reach: **34,288**
- Reactions: **181**
- Comments: **260**
- Shares: **55**
- Engagements: **3,388**



Twitter

Total combined posts on City of Edinburgh Council channels throughout consultation period:

- Reach: **321,631**
- Retweets: **200**
- Likes: **329**



Have your say on our action plans to make streets more accessible, improve public transport + active travel networks, and more before our survey closes this Sunday, 9 July: edinburgh.gov.uk/cmpconsultation



Nextdoor

Localised neighbourhood posts promoting relevant nearby drop-in events and online consultation:

- Neighbourhoods covered: **11**
- Impressions: **3,846**
- Comments: **11**
- Reactions: **4**

 The City of Edinburgh Council 
The City of Edinburgh Council (J) • 29 May ...

Delivering Future Edinburgh
We want to concentrate on creating good places to live and work across Edinburgh. We have an ambitious 2030 target to lower the number of kilometres travelled by car in the city by 30%. Edinburgh also aims to end poverty and be a net-zero city by 2030.

Come to the drop in session in Ratho Community Centre, School Wynd, Ratho, Newbridge EH28 8TT on Wednesday 21 June from 3pm to 7pm.

You can find out more about our proposed action plans to:

- make our streets accessible for everyone
- improve our public transport and active transport networks
- fully join-up our cycle network
- deliver a people-friendly city centre including vibrant shopping streets
- create safer, thriving neighbourhoods
- achieve ambitious road safety targets, including zero fatalities on our road network by 2030
- reduce harmful emissions across the city.

Give your views online <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>
Find out more and details of other drop in event dates
<https://www.edinburgh.gov.uk/citymobilityactionplans>



 Actions to deliver Edinburgh's City Mobility Plan - City of Edin...
consultationhub.edinburgh.gov.uk

Earned media activity

- News piece on key consultations in Edinburgh, with CMP listed as #1
- Primary daily local newspaper for Edinburgh
- Circulation:
 - **7,443** (print)
 - **3,542,976** (online)

9 issues which Edinburgh council wants your opinion on, including transport strategy and new schools

Several consultations on key issues affecting Edinburgh's future development will close within the next few weeks –but there is still time for people to have their say.

1. Transport strategy

Almost all aspects of the council's transport strategy - parking, walking, cycling, public transport, road safety and air quality - are currently out to consultation with a deadline of July 9 for people to register their views. It's all brought together in what the council calls the City Mobility Plan, but with "action plans" for each element. Transport and environment convener Scott Arthur said: "This is people's chance to have a say on the big plan to take Edinburgh forward over the next ten years and make transport more sustainable, cut congestion and help us hit net zero. It's really important." Among the questions asked in the consultation are how far people support the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400 metres of a high-quality cycle route; what they think about looking at more restrictions on through traffic in the city centre to help create a friendlier environment for people living, shopping, working and visiting; and whether they back a targeted reduction in kerbside parking in the city centre to provide a more welcoming environment for everyone. People are also asked to rate the importance of measures such as creating more bus lanes, extending bus lane operating hours to 7am-7pm, redesigning major junctions to make them safer for vulnerable users, considering speed limits of under 20mph in busy shopping street, installing more benches and rest places, improving bus shelters with seating and lighting and removing street clutter like unnecessary poles and signs. Photo: Lisa Ferguson



New tram route is a landmark event for the city - Scott Arthur

Very soon I'll be joining the first passengers to ride the brand-new tram route from the city centre to Newhaven. Opening the line will be a landmark event and I know people across the city share my excitement.



Councillor Professor Scott Arthur

Of course, it would be an understatement to say that the last few years have been challenging for residents and businesses along the new route. Their patience and resilience during this time has humbled me, and I'm grateful for their cooperation.

I'd like to thank the project team, too, for their hard work - despite recent pressures from the Covid pandemic, [Brexit](#) and the immoral invasion of [Ukraine](#) – to successfully complete the project on time and within the £207.3m budget.

There's no doubt that the delivery of the line to [Newhaven](#) was a success because it learnt key lessons from the original line between the airport and St Andrew Square. While we await the findings of Lord Hardie's inquiry with great interest, thanks to Trams to Newhaven we can be confident that we already have the processes in place to deliver major infrastructure schemes effectively.

Long term, I know both north [Edinburgh](#) and the entire city will reap the benefits of the completed line.

We're already seeing a range of new business and development ventures popping up on the route, from traders occupying the newly-developed Stead's Place building on Leith Walk to the waterfront neighbourhood planned for Ocean Terminal.

As I write, we're nearing another milestone, with one year to go until enforcement starts on our Low Emission Zone (LEZ) on 1 June 2024. Tomorrow, Glasgow's LEZ comes into force, and I'll be watching closely to see how well it stops the most polluting vehicles entering the boundary, and to understand any impact on wellbeing and the economy.

Research has shown air pollution can be damaging to everyone's health so it's essential that we take action. A great deal of modelling and research has gone into the development of Edinburgh's city centre LEZ, which is expected to have knock-on positive impacts across the wider city.

Over the next year we'll continue to raise awareness of the scheme, while also encouraging the switch to more sustainable forms of travel, like walking, cycling or public transport – the Tram and Lothian Buses are already fully LEZ compliant!

It's clear that we need to make changes to the way we move into and around Edinburgh. We're working on a range of actions to create a more liveable, healthy place for everyone, with a transport system which supports our net zero 2030 goals, helps us cut congestion and to meet our ambitions to reduce kms travelled by car by 30 per cent by 2030.

Like leading cities across Europe, Edinburgh is on a transition to a safe, inclusive, sustainable and efficient transport system, and initiatives like the LEZ and Trams to Newhaven are key to this. To help us to complete this journey we've drafted a suite of action plans addressing everything from air quality to road safety, public transport to active travel.

We want to know what you think about these action plans. Just this week, we kicked off a series of drop-in events where you can find out more about the plans and have your say. [Visit our website](#) [↗](#) to find out where your nearest event is and take part in our online consultation so you can play your part in developing our future Edinburgh.

Councillor [Scott Arthur](#), Transport and Environment Convener

- Convener opinion article
- Primary daily local newspaper for Edinburgh
- Circulation:
 - **7,443** (print)
 - **3,542,976** (online)

Help Shape Edinburgh's Transport Future

RICHARD LAMBERT
SENIOR COMMUNICATIONS OFFICER, THE
CITY OF EDINBURGH COUNCIL

Residents of Edinburgh's south west villages are invited to join a drop-in session as part of a major consultation to help shape the way people move around, to and from Edinburgh.

Representatives of the City of Edinburgh Council will be at Currie Library on Monday 12 June, between 3pm and 7pm, to discuss an integrated suite of draft action plans and an emerging "Future Streets Framework" which seeks to deliver the objectives of the Council's approved City Mobility Plan.

The draft action plans cover active travel, public transport, parking, road safety and air quality. The emerging Future Streets Framework (AKA "Circulation Plan") outlines how we can make changes to the allocation of limited street space to improve our streets, prioritise the most sustainable transport, and provide a more welcoming environment for everyone.

Together these plans aim create cleaner, greener, safer, more accessible and affordable travel choices, while cutting congestion, reinforcing the Capital's Net Zero 2030 goals and boosting the economy.

Feedback is also being sought via an online survey, focus groups, key stakeholder discussions and a toolkit to support community involvement. The consultation will run until 9 July, with the outcome reported to the Transport and Environment Committee, culminating in the finalisation of each plan.

discuss initial proposals for a new active travel link between Curriehill Station and the Heriot-Watt Edinburgh Campus at Riccarton. A dedicated survey for this project will be available at the team's stand.

TRANSFORMING TRAVEL

"We're looking at how we can create safer, sustainable and affordable transport options," said Councillor Scott Arthur, Transport and Environment Convener. "This is also about working to support economic growth and building people-friendly spaces across the city, while helping to end poverty and isolation. We've put people, particularly those with a disability, at the heart of these plans.

"We need to balance different travel needs with the limited street space we have, and that's going to involve some real dilemmas. I'm particularly pleased, however, that making public transport more accessible and reliable is at the heart of these plans."

CEC City Mobility action plans consultation: Currie Library, Monday 12 June, 3pm-7pm.

<https://consultationhub.edinburgh.gov.uk/sfc/cmp/>

EDUCATION CORRIDOR

You will also have an opportunity, on Monday 12 June, to discuss early ideas for making it easier to access the new Currie Community High School by foot, wheeling and cycling.

A team from Heriot-Watt University will be present to



- Article based on localised press release
- Volunteer-led, independent and non-profit-making
- Written by and for the residents of the south-west Edinburgh villages of Currie, Balerno, Juniper Green, Baberton Mains, and Colinton.
- Reach: **3,000** engaged local households



PLANNING BY ARCHIE CLARK

RICHARD M HENDERSON
BALERNO COMMUNITY COUNCIL

Edinburgh Transport Consultation

The City of Edinburgh Council is consulting on its 2030 City Mobility Plan: 316 pages of "action plans" covering active travel, air quality, road safety, parking, and public transport across the city. (Documents can be found at: <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>)

The pre-Covid-19 January 2020 Plan did not mention "20-minute neighbourhoods". That change emerged when Covid-19 regulations made us rethink how we live and move about. Up till then, CEC expected the city to expand into the countryside, but then there was a reversal to localism with the "20-minute neighbourhood" concept (mainly walking locally) emerging in September 2021. "20-minute neighbourhoods" featured 28 times in the November 2022 Plan.

During lockdown CEC promoted segregation for "vulnerable" groups, which was mainly interpreted as developing cycling over helping disabled people.

But "20-minute neighbourhoods" are not reflected in these revised documents. While "cycle" or "cycling" is mentioned over 660 times, "20-minute neighbourhoods" feature five times in total, "wheelchairs" 15 times, and "pedestrians" 100 times. This may not



One of the consultation-highlighted new road layouts at West Coates, near Roseburn. Photo: Paul Fisher Cockburn,

be a particularly scientific analysis, but it does appear to favour one group. Having cycled several thousand miles, I would like to see more attention given to those whose cycling days are over, or never arrived.

The small maps are difficult to read, indistinct and lack place names. Given the emphasis on "20-minute neighbourhoods", I expected a set of detailed local plans showing proposals. There are policies and schedules galore but no implementation diagrams. At one point respondents are asked if they would walk further to a bus—leading me to think that Princes Street would benefit from more stops to cater for those whose joints creak or who have just exited a wheelchair-friendly bus two blocks from their destination.

It is stated that "Edinburgh's transport system must evolve in a sustainable way to support the city becoming net zero by 2030". However "sustainable" seems to mean reducing transport options, getting there by bike, using electricity

generated remotely and policies to enforce a political whim. This Plan is dressed up as "ambitious" but, given the unexpected hiccups of recent years, attempts to achieve a 100-year plan in a few short years is unrealistic—especially as CEC hopes to alter our behaviour, introduce LEZs that could make accessing Waverley Station impossible, while ignoring the 50,000 students and 4 million tourists visiting Edinburgh each year. (Internet figures.)

Finally there is the "consultation" document. Some of the questions (especially those where you are asked for your ethnic origins and very personal details that are irrelevant to the subject) seem to be set without thinking what to do with the replies. And by the way, you can answer the consultation document without looking at those "Action Plans"!

The consultation runs till 9 July.

CEC's '20-minute Neighbourhoods' Queried

The Planning and Environmental Appeals Division of the Scottish Government (DPA) is currently seeking responses regarding the CEC's draft Local Plan.

A recent enquiry to CEC, citing similar ideas for Paris and Melbourne asked: "Is the Council justified in adapting the concept of a 20-minute neighbourhood to mean a round trip to and from a particular service of 20 minutes, rather than a round trip of 40 minutes? If so, please set out the evidence underpinning this approach and why it is considered appropriate in the case of the City of Edinburgh to depart from the accepted definition of a 20-minute neighbourhood."

The November 2022 proposed city plan defines "20-minute neighbourhoods" thus: "20-minute neighbourhoods are places where people can access services which meet daily needs within a 10-minute walk/wheel of their house, equivalent to a 20-minute round trip".

A 40-minute round trip would be a radical change to the city's expressed intentions. Is a one-size-fits-all approach, promoted for a distant nation, suitable for Edinburgh—or indeed the North Pole?!



TRANSPORTS OF DELIGHT?

The City of Edinburgh Council are currently conducting a range of initiatives directed at implementing their CityMobilityPlan, which they approved in 2021. In principle this is a good thing, and we all have until 9 July to complete the current very detailed online survey.

CEC's vision is for people, goods and services to be able to move into and around Edinburgh in a way that is safe, sustainable, efficient and can benefit everyone—we don't argue with that.

Their target is to lower the number of kilometres travelled by car in Edinburgh by 30%, and also achieve "Net Zero", both by 2030.

The consultation realistically concedes that some people "will still need to make certain journeys by car and for others using public transport or active travel is not always a realistic option". That is something of an understatement, but it is about the limit of concessions to communities like the upper Water of Leith valley!

Current data suggests that, as far as reliability of/accessibility to public transport are concerned, the Pentland Hills ward is the least satisfied of Edinburgh's council wards. As yet, there are apparently no proposals to address the public transport deficit in Balerno: for example, there are no bus services westwards (including to St Johns Hospital in Livingston). A quick scan suggests that the City's Public Transport Action Plan 2030 doesn't have anything directly to say about that.

We said in our own Balerno Community Plan 2019 that CEC should prepare a comprehensive plan for transport services and infrastructure for Balerno. At the very least some acknowledgment that semi-rural communities may face specific challenges would be useful as a starting point.

- Opinion articles based on localised press release
- Volunteer-led, independent and non-profit-making
- Written by and for the residents of the south-west Edinburgh villages of Currie, Balerno, Juniper Green, Baberton Mains, and Colinton.
- Reach: **3,000** engaged local households

Ancillary activity

Drop-in sessions display boards

Actions to deliver EDINBURGH'S CITY MOBILITY PLAN



We want our streets and neighbourhoods to be fully accessible for everyone to **walk, wheel or cycle** safely and comfortably at all times of day.

Some of our proposed actions include:

- spending up installing dropped kerbs and tactile paving
- improving footways so they are smooth and free from trip hazards.
- continuing removing clutter on footways and paths.
- expanding the cycling network so that every household is within 250 to 400 metres of a high-quality cycle route.



Public transport is the most efficient way to move large numbers of people longer distances around and into the city. We need even faster and more reliable bus services especially as we plan for a growing population.

Some of our proposed actions include:

- reviewing bus stop locations to balance convenience with journey times as well as offer a range of destination options
- making it easier to get to stops and onto buses
- improving bus shelters with seating, lighting and real time information
- introducing more bus lanes
- giving buses priority at key traffic signals
- extending bus lane operating hours, to 2am to 7pm, seven days a week while making space for loading and blue badge parking where needed.



We have set out ambitious **road safety** targets, including achieving zero fatalities on our road network by 2030.



Some of our proposed actions include:

- re-designing major junctions in the city to improve the safety of vulnerable road users.
- expanding the number of schools with 'school streets'.

Edinburgh's transport system must evolve in a sustainable way to support the city becoming **Net Zero** by 2030. We can reduce harmful emissions by changing travel choices and adapting to new technologies.

Some of our proposed actions include:

- developing commercial partnerships for delivering more public electric vehicles charging hubs
- supporting decarbonising the bus fleet
- expanding the areas served by Car Club and providing more electric Car Club vehicles.

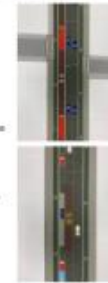


The draft Air Quality Action Plan also proposes to tackle domestic and commercial air pollution sources including identifying 'hot spot' areas for targeted action, lobbying Scottish Government to tackle ways to reduce solid fuel burning, and awareness-raising campaigns.

Managing parking demand and operations efficiently is essential to reduce the impacts of traffic, congestion and air pollution while supporting an inclusive economy.

Some of our proposed actions include:

- reviewing and implementing parking controls and waiting and loading restrictions to tackle parking pressures and support sustainable mobility
- when powers are available, enforcing the pavement parking ban and, if agreed, the Workplace Parking Levy.
- managing parking demand through
 - targeted parking reductions
 - reviewing the number of parking permits issued
 - pricing strategies aimed at vehicle type, size and emissions.



Thank you

Appendices

Paid digital media summary

Facebook	
Impressions	310,391
Clickthroughs	4,795
Reach	118,178
Engagements	6,078
Comments	577
Shares	91
Spotify	
Impressions	514,064
Clickthroughs	73
Google Display Network	
Impressions	2,712,357
Clickthroughs	10,355

Organic social media summary

Facebook + Instagram	
Reach	34,288
Engagements	3,388
Comments	260
Shares	55
Reactions	181

Twitter	
Reach	321,631
Retweets	200
Likes	329

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Transport and Environment Committee

10.00am, Thursday, 12 October 2023

East London Street

Executive/routine Wards	Routine 11 – City Centre
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 This update on the actions taken by Lothian Buses to reduce vehicles using East London Street and also the actions taken by the Council in response to resident concerns;
 - 1.1.2 That traffic monitoring will be carried out and the results will be reported to Committee in the Business Bulletin on 11 January 2024; and
 - 1.1.3 That the annual nitrogen dioxide monitoring data for East London Street will form part of the Council’s annual air quality monitoring report for 2024.

Paul Lawrence

Executive Director of Place

Contact: Sean Gilchrist, Transport Manager – Asset and Performance

E-mail: sean.gilchrist@edinburgh.gov.uk



East London Street

2. Executive Summary

- 2.1 This report responds to the request from Committee to address resident concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.

3. Background

- 3.1 On 17 August 2023, Committee considered a petition submitted on behalf of, and with the support of, residents of East London Street. The petition called for the Council to address the issue of excessive traffic, particularly out-of-service buses, using East London Street to avoid road works and closures associated with various transportation projects.
- 3.2 Committee [agreed](#) to receive a report in two cycles considering the issues raised by the petitioners and Committee, the Lothian Buses response, and the following issues:
- 3.2.1 That East London Street was a residential, setted street on the edge of the World Heritage Site that had for the duration of the Trams to Newhaven works been used as a traffic diversion for the rest of Leith Walk. In practice, this meant years of heavy vehicle usage which led to a severe deterioration of the setts;
- 3.2.2 That properties in the area were primarily single glazed due to heritage restrictions and therefore the noise from motor vehicle traffic could be excessive, to the extent that residents had been unable to sleep or use rooms that faced into the street due to the noise disruption; and
- 3.2.3 That the road condition further exacerbated this issue due to reverberation and bangs caused by the road surface, and that with the pace of works in current CEC Setted Street Policy it was unlikely to be resurfaced for some time, without an intervention of the Council.
- 3.3 Committee requested that the report recommended an appropriate course of action, such as:

- 3.3.1 An updated traffic volume and speed survey to be undertaken on East London Street to provide an accurate summary of daytime and nighttime traffic levels;
 - 3.3.2 Atmospheric pollution monitoring on East London Street;
 - 3.3.3 Transport and Environment Convener engagement with Lothian Buses to explore options for reducing the number of off-service buses further than the reductions achieved thus far; and
 - 3.3.4 Clarification of the Trams to Newhaven Project's responsibility for reinstatements and other possible routes to fund capital works to fix the sets on East London Street, including the estimated costs for work on this street, and the option of matching London Street, retaining the setts in car parking spaces but tarmacking the central carriageway and the possibility of exploring appropriate traffic calming measures.
- 3.4 Committee also requested that Lothian Buses provide the policies and guidance given to drivers on speed limits and how they were circulated.

Road Safety Traffic Counts

- 3.5 The last road safety traffic counts were carried out in May 2019. The survey results, as a total for traffic travelling in both directions, suggest the following:
- 3.5.1 On average 450 - 2 axle vehicles travelled on the route each day between Monday and Friday;
 - 3.5.2 On average 115 – 3 axle vehicles travelled on the route each day between Monday and Friday;
 - 3.5.3 Approximately half of these vehicle classes used the route at the weekend;
 - 3.5.4 2 and 3 axle vehicles accounted for 6.4 percent of the total daily traffic; and
 - 3.5.5 The average vehicle speeds were measured between 16 and 17 miles per hour.
- 3.6 It should be noted that the traffic count undertaken in May 2019 cannot determine the difference between Public Service Vehicle (PSV) or Heavy Goods Vehicle (HGV) vehicles with similar axle configurations. HGV delivery lorries and buses have a similar pattern when passing over the survey tubes. A video survey may be necessary if an accurate PSV vehicle count is required.

4. Main report

Traffic on East London Street

- 4.1 The table in Appendix 1 shows the number of buses scheduled to use East London Street as part of their run out or in to the Annandale Street depot in 2019, 2022 and in 2023. This data shows that, although there was an increase in the number of

scheduled buses in 2022, this has now reduced significantly and is lower than the 2019 volume.

- 4.2 The information provided by Lothian Buses for 2023 also shows a breakdown of the time in which buses are scheduled to use East London Street in March 2023 and, following the autumn timetable change (from 10 September 2023), there has been a further reduction in the number of scheduled buses on East London Street.
- 4.3 Lothian Buses have also carried out speed surveys in August 2020 and August 2023. These showed that the average speed of buses in 2020 was 14.1mph. In 2023, this was 12.56mph. The highest speed recorded was 19mph.
- 4.4 In addition, on 14 September 2023 a spot survey was carried out by the Lothian Buses training school and Police Scotland. This recorded the average speed of buses on East London Street as 12.5mph.
- 4.5 Officers are currently investigating possible, alternative, routes in the area that would be suitable for HGV and bus use. Results and costs for any required alterations are due in November 2023.

Road Condition and Noise

- 4.6 East London Street is inspected on a regular basis, in line with The Council's Risk Based Approach to Safety Inspections and Repairs, with any identified defects repaired within the agreed timescale.
- 4.7 While there were some diversions along East London Street as part of the Trams to Newhaven project, these were only for short periods. Therefore, any remedial works required on East London Street would fall within the remit of the Council's Roads and Transport Infrastructure Investment Programme. An update on this was reported to Committee in September 2023.
- 4.8 Following discussion with residents, Ward Councillors and New Town and Broughton Community Council, it was agreed that noise monitoring would be carried out in East London Street.
- 4.9 This monitoring took place at three locations, over a 24-hour period, between 19 December 2022 and 20 December 2022.
- 4.10 In the absence of more appropriate standards, comparable guidance is contained in the [Noise Insulation Regulations 1975](#) which has a qualifying limit of a minimum of 1dB above $L_{10(18\text{-hour})}$ of 68dB(A). The limit is based on a measurement 1m from the façade of the relevant building (06:00 to 00:00 hours). However, these Regulations only apply to new or altered roads that affect existing properties.
- 4.11 The results of the monitoring showed that daytime and nighttime noise levels, at all three locations, were below 68dB(A). Whilst the average noise levels fell below 68dB(A) it should be noted that there were peak levels of noise above this level. Many of these peaks were recorded between 23:00 – 24:00 and 05:30 – 07:00.

4.12 However, given that both day and nighttime levels were generally below 68dB(A), there are no proposals for any on-street interventions at this time.

Setted Streets

- 4.13 The capital budget allocation for the renewal of setted streets is top-sliced from the Roads and Infrastructure capital programme. This means that all setted street are prioritised against each other.
- 4.14 Based on the current list of setted street renewal priorities, East London Street does not currently merit inclusion in the three year programme. This is because the following streets have a higher priority score: Lawnmarket, St Mary's Street, Victoria Street and The Shore.
- 4.15 Any acceleration of East London Street would mean a deviation from the Council's approved prioritisation procedures and would delay to all of these other schemes.
- 4.16 The Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997 states that Conservation areas are 'areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance'. Local authorities have a statutory duty to identify and designate such areas.
- 4.17 Under Article 4 of The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, amended 2012, the planning authority can seek the approval of the Scottish Ministers for Directions that restrict the development required for the purpose of the carrying on of any tramway or road transport undertaking (Class 41). The Directions effectively control the proliferation of relatively minor erosion of character and appearance, such as the removal of setted streets.
- 4.18 At its meeting on 9 March 2018, Transport and Environment Committee approved the "[Finalised Strategy for Setted Streets](#)". As part of the principles that were approved within this report, it states that setted streets that fall within the World Heritage Site and/or are in a conservation area will be protected.
- 4.19 East London Street is within the New Town conservation area, therefore, when a capital renewal takes place, the proposal will be to renew the setted carriageway. A deviation from the Finalised Strategy for Setted Streets would be required for the setts to be removed. If an alternative surface was pursued then this would require a consultation exercise, including heritage groups, finalising with a report to be approved by the relevant committee.
- 4.20 If there was a deviation from the setted street policy was approved and an alternative treatment was selected (i.e. full asphalt reconstruction) it would still require a significant investment and would not accelerate East London Street on the capital investment programme as it would continue to be prioritised against other setted streets.
- 4.21 An asphalt overlay of the setts in East London Street would not be recommended due to the short lifecycle of this type of treatment on setts and, in particular, where speed calming measures are in place.

Atmospheric Monitoring

- 4.22 In February 2023, monitoring of nitrogen dioxide (main traffic related pollutant) commenced on East London Street with passive diffusion tube (PDT) samplers.
- 4.23 PDT samplers provide a simple, cost-effective method for assessing ambient levels of nitrogen dioxide over an extended network. The assessment procedure is approved by the Scottish and UK Governments and proper application of the methodology is set out in [technical guidance](#).
- 4.24 PDTs are sited at appropriate locations for a period of one month prior to laboratory analysis. Monitoring data then determines an annual nitrogen dioxide concentration in air for assessment against Air Quality Standards.
- 4.25 This requires the complete annual data set collected over the calendar year to be subjected to a range of corrections and quality assurance checks. These checks and adjustments are made in accordance with the guidance and can be carried out only at the end of each calendar year.
- 4.26 Fully corrected, ratified air quality monitoring data is reported annually by the Council, in accordance with requirements of the Local Air Quality Management Framework, the National Air Quality Strategy and the Environment Act 1995.
- 4.27 In respect of the Lothian Buses' fleet, all buses are Euro VI (or equivalent) engine standard, which makes them Low Emission Zone compliant, and it is anticipated that further emissions reduction will continue with Net Zero ambitions.

Policy and Guidance from Lothian Buses

- 4.28 Policy and guidance information forms a core part of the Lothian Buses driver training programme, with regular supervision and updates distributed. A summary of this is provided in Appendix 2.

5. Next Steps

- 5.1 Lothian Buses are aware of the concerns raised in respect of buses running on East London Street and will continue to review their route plans to minimise its use for scheduled services.
- 5.2 In addition, they will continue to remind drivers of their responsibilities at the start and end of service, on service route information, newsletters, online portal and through real time information.
- 5.3 Council officers will continue to monitor the road condition, in line with the Council's approach to inspection and remedial action will be taken if required. The road condition will also continued to be assessed as part of the prioritisation of road condition (in accordance with the policy on setts renewal).
- 5.4 Atmospheric monitoring will continue, and the annual report of data gathered from the PDT will be available in 2024.

- 5.5 A road-tube style traffic speed/volume survey will take place later in the year. The results of this will be reported to Committee in the Business Bulletin on 11 January 2024.

6. Financial impact

- 6.1 The information collated in response to this request forms part of the Council's normal activities and therefore no additional costs have been incurred.
- 6.2 Lothian Buses have advised that there would be a financial and operational service impact should scheduled services not operate along East London Street.

7. Equality and Poverty Impact

- 7.1 No equality or poverty impacts have been identified in preparing this report.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 Atmospheric monitoring is being carried out on East London Street to understand the nitrogen dioxide concentration in the air.
- 8.4 Lothian Buses have also provided information on their goal to achieve Net Zero (paragraph 4.22).

9. Risk, policy, compliance, governance and community impact

- 9.1 The information provided in the petition highlights the community impact of noise associated with traffic, particularly buses, on East London Street.

- 9.2 The report sets out the actions taken by the Council and Lothian Buses and highlights the work which has been progressed in discussion with residents to address the concerns raised.
- 9.3 The Council policies on setted street and road condition have been applied for East London Street. A report on the prioritisation methodology is expected to be considered by Committee in November 2023.
- 9.4 Atmospheric monitoring is being carried out in accordance with the Council's responsibilities on monitoring air quality.

10. Background reading/external references

- 10.1 None.

11. Appendices

Appendix 1 – Lothian Bus Scheduled Buses using East London Street

Appendix 2 – Lothian Buses Policy, Guidance and Training

Appendix 1 – Lothian Buses’ Scheduled Buses Using East London Street

	2019	2022	2023
Run Out	67	75	56
Run In	67	71	37

Time of Day	Run Out	Run In
23:31 - 01:30	1	10
03:30-04:30	5	1
04:31-05:30	7	1
05:31-06:30	15	
06:31 - 07:30	17	
07:31-08:30	3	
08:30-09:30		2
09:31-10:33		4
13:54 -17:16	8	
18:10 -19:30		7
19:31- 20:30		9
20:31- 21:30		3

Appendix 2 – Lothian Buses Policy, Training and Guidance

The initial training programme is based on the DVSA National Standard for driving buses and coaches which sets out the expected standards of a professional bus driver in the UK.

This includes drivers' responsibilities in respect to adherence of speed limits and driving in accordance with the Highway Code, and in particular the following sections:

- Role 2: Guide and control the vehicle;
- Role 3: Use the road in accordance with the Highway Code;
- Role 4: Drive Safely and responsibly in the traffic system; and
- Role 5: Review and adjust driving behaviour over a lifetime.

Following completion of the initial training programme, live drive activities take place under supervision to ensure that drivers continue to demonstrate the required knowledge for both on and off service driving. 'Off-service' training is restricted to one day per week.

Driver Notices regarding access/egress to/from the garage have been updated and recirculated to drivers regularly since 2020. These are distributed via noticeboards and online digital platforms.

An Engineering Road Test Route Map which eradicates the use of East London Street for safety critical journeys.

Designated off service routes have been designed and run-out sheets specify the exit route to be taken from the garage. Since July 2023, the online platform for drivers has included route specific guidance in respect of registered start points.

An upgrade of the Real Time Information includes a 'sat-nav' like route map for drivers showing the route to be taken, this includes off-service routes and diversions.

All Night Services/Airlink are instructed not to use East London Street in the early hours. This has been relayed through control room and driver digital log on/duty portal. In exceptional circumstances, any instructions to use East London Street would come through driver control e.g. Road Closure/traffic light malfunction etc.

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Litter Bin Siting Policy

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to approve the revised Litter Bin Siting Policy (Appendix 1).

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Head of Neighbourhood Environmental Services

E-mail: andy.williams@edinburgh.gov.uk

Litter Bin Siting Policy

2. Executive Summary

- 2.1 This report proposes revisions to the existing Litter Bin Siting policy in response to Elected Member feedback on the original policy.

3. Background

- 3.1 The Litter Bin Siting Policy is the tool which officers use to determine the most appropriate location for litter bins to be placed. It sets out the criteria that will be applied where litter bins might be sited and also where bins might be removed subject to usage levels.
- 3.2 On 18 May 2023, Committee were presented with the suite of [Waste and Cleansing Policies](#) as part of the annual assurance review process. Elected Members raised some concerns with regard to the litter bin siting policy in its current form and approved it for a three-month period, requesting that a workshop with Committee members be held to review the concerns raised.
- 3.3 A workshop was held on 25 August 2023, at which all political parties were represented. The output of the workshop in the form of a revised policy is attached at Appendix 1.

4. Main report

Feedback on the existing policy

- 4.1 There is a general perception that the current policy is weighted towards existing and possible locations being more suitable to the service than from a customer perspective.
- 4.2 The main concerns, and areas for improvement, related to three specific areas:
- 4.2.1 In parks;
 - 4.2.2 On the core path network; and
 - 4.2.3 At bus stops (including transport hubs).

Revised policy

- 4.3 The revised policy is primarily data led, utilising information from: litter bin sensors; Local Environmental Audit and Management System (LEAMs) (cleanliness data); Scottish Index of Multiple Deprivation (SIMD); Code of Practice for Litter and Refuse (CoPLAR); and where possible, (and particularly in the case of bus stops) using patronage information to better determine where litter bins should be provided. In attempting to address the three main areas of concern arising from the workshop, the updated policy proposes the approaches set out in the following paragraphs.

Parks

- 4.4 The principal reason that bins are located at the entrance and exit of parks is to reduce any risk of vehicle/pedestrian conflict. Reducing vehicle movements in parks also avoids damage to path networks and greenspace as paths are not typically wide enough, built to appropriate standard or designed to allow for vehicle turning (without cutting corners and having a detrimental impact on grass or shrub beds).
- 4.5 Where the path network could accommodate vehicles safely, the unit will need to be within a 20-metre distance of where the vehicle can park so that manual handling for operatives is within reasonable tolerance. In addition, if the park is near an existing street care barrow route or depot, litter bins can be sited within the park boundary.
- 4.6 Where bins cannot be provided within a park boundary, they will continue to be located at the entrances and exits. In these cases, it is proposed to introduce clear signage directing patrons to where the bins are located.
- 4.7 In the future, if additional funding becomes available, it may be possible to introduce on-site teams to work in specific locations, primarily Premier Parks, and to install a more traditional style of litter bin. In this scenario, the on-site team could not only be responsible for regular checking and emptying of litter bins but could also undertake a range of other tasks relating to opening, closing, and maintenance of parks toilets (where appropriate). These teams may also be able to support general grounds maintenance tasks.

Core Path Network

- 4.8 Similarly, the Core Path Network can pose challenges from the perspective of bin servicing. All types of bins of a reasonable capacity require to be emptied by a vehicle (either 3.5 tonne or more commonly 7.5 tonne).
- 4.9 The network is designed to limit or prevent access to anything other than wheeling, walking or cycling. While some of the network is wide enough to accommodate vehicular access, other parts are inaccessible. Where vehicles can be accommodated, there may be conflicts with pedestrians or those wheeling or cycling. In addition, there may be difficulties manoeuvring a vehicle on the network.
- 4.10 Where vehicular access onto the network is not achievable, a litter bin will only be placed within a 20 metre pull distance from the bin to the vehicle.

- 4.11 A review of existing provision on the network needs to be undertaken to better identify access and egress points and existing litter bin usage levels. This will be undertaken in advance of the next Policy Assurance review (May 2024).

At bus stops and transport hubs

- 4.12 Officers will undertake a review of provision at transport hubs and bus stops. In the absence of available data on bus stop patronage, the number of bus services stopping at that location will be used.
- 4.13 Any bins provided will be located within five (5) metres of the bus stop. The type of bin provided will be a minimum of 140 litres where the width of the footway supports this. There is a clear correlation between lower cleanliness scores and areas of higher deprivation so bus stops in these areas will be the initial focus for review.
- 4.14 Where a bin already exists, data from litter bin sensors will be used to determine whether capacity needs to be increased or, where a larger bin is not suitable, servicing frequency needs to be increased. In some cases, sensor data will show where a bin is not being used or clear signs of being used for domestic or trade waste disposal. This would typically be demonstrated by a bin becoming full to overflowing in a very short period of time. Where a strong case exists for removal of a bin, Ward Councillors will be advised of the reasons for removal before any bin is moved.

5. Next Steps

- 5.1 If approved, the revised policy will be implemented immediately.
- 5.2 Officers will proceed with a review of existing provision in the three areas highlighted in this report.
- 5.3 Litter bin removals will cease until the reviews have taken place and recommendations made.
- 5.4 The review will be carried out between now and the next report on the Neighbourhood Environmental Services policies assurance which is due to be reported to Committee in May 2024.

6. Financial impact

- 6.1 There are no financial impacts arising from the proposed changes to the Council's litter bin siting policy.
- 6.2 However, the outcome of the recommended reviews and any future revisions to the policy may highlight additional costs. As noted above, on-site teams in parks could only be established with additional funding.

7. Equality and Poverty Impact

- 7.1 The revised policy has been developed in consultation with Elected Members and, as such, has not been subject to a full integrated impact assessment. However, as one of the aspects for review focuses on areas with higher levels of deprivation and the policy seeks to enhance the service in those areas, it is believed that the policy impact would be positive from this perspective.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions, and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 The revised policy deals only with the siting of litter bins to better protect the local environment from litter. As such there are no implications, either positive or negative, from a climate perspective. The siting of litter bins does not contribute to a reduction in resource consumption or a reduction in climate change, or towards adaptation to deal with the climate change impacts that are already under way as a result of historic behaviours.
- 8.4 The better siting of litter bins, however, will contribute to better local environmental quality resulting from better containment of litter.

9. Risk, policy, compliance, governance and community impact

- 9.1 The report and revised policy outline changes to the existing long-standing policy, taking account of feedback from Elected Members on behalf of their communities.

10. Background reading/external references

- 10.1 None.

11. Appendices

11.1 Appendix 1 - Litter Bin Siting Policy (Revised)

Litter Bin Siting Policy

Background

This policy is designed to:

- Outline the principles which will be followed in selecting and reviewing where litter bins are located across the city;
- Inform decision making for future litter bin sites; and to
- Assist with decision making around existing litter bin sites with the ultimate objective of locating the correct size and type of right bins in the right place, reflecting demand and helping to alleviate litter issues.

The Council's capacity to provide litter bins is finite. It is likely that the demand for litter bins will, at certain times or locations, exceed the capacity to provide the service. Therefore, litter bins will be targeted towards locations where data demonstrates a clear need.

The criteria outlined in the policy should assist with managing litter bin provision. In addition, no review process currently exists to ensure that litter bin locations continue to match the expectation when it was sited, taking into account changes to usage patterns, and external factors such as vandalism, etc.

A range of bin types may be deployed across the city taking into account the following:

- Available litter bin stocks;
- Size of litter bin versus usage and demand;
- Type of location.

It is intended that future litter bin sites and servicing frequency will be selected and reviewed by using data led principles. These will include (but are not restricted to):

- Cleanliness audit scores (LEAMS);
- Scottish Indices of Multiple Deprivation (SIMD);
- Usage patterns derived from bin sensor data;
- Health and safety considerations associated with the servicing of the litter bins; and
- Links to other policies, e.g. planning and streetscape issues including in particular Edinburgh Street Design Guidance.

The type, size and location of litter bins are all linked to how litter bins are used by the public, and in particular how frequently they require to be emptied, and how much litter is collected. These are the key determinants which need to be matched to service delivery and flexibility in terms of servicing frequency and the ability to route services effectively and efficiently.

Usage and efficiency

Changes to the ways in which litter bins are managed will be governed by two factors: how they are used by the public, and how efficiently they can be serviced.

The use of routing software, coupled with resident feedback and data from litter bin sensors will help to improve the efficiency and responsiveness of Waste and Cleansing services, but will also be used to better target the siting of the bins to maximise their efficiency.

Prioritisation Criteria

It is very difficult to define specific sites which will and will not receive litter bins. However, the following areas will normally be viewed as high priority to receive litter bins:

- Main arterial routes and other high footfall and through route areas;
- Main areas of commerce and retail;
- Key routes in relation to secondary schools, and routes to and from schools;
- Near fast food and takeaway retailers;
- Public transport hubs (e.g. Bus stops and similar areas) where large numbers of people stand for periods of time, particularly in central areas;
- The 'core' path network; and
- Entrances to or locations within parks and significant public spaces.

The following areas will not normally be viewed as high priority for litter bin placements, or may in some cases be ruled out for litter bin placement:

- Exclusively residential areas, except where these become high priority due to one of the reasons above;
- Locations where the litter bin would be sited in close proximity to a household waste bin (i.e. the communal bins which are sited on street in tenemental areas, and are provided for the disposal of household waste AND litter); and
- Locations where the litter bin is being abused, including: inappropriate disposal of household or commercial waste which has not been resolved by engagement or enforcement; sites which are continually subjected to arson or vandalism to the point the bin is unusable.

Other Siting Criteria

Siting with regard to wheeling and walking

Care must be taken to ensure that litter bins do not impede pedestrian flows and take into account the particular needs of people who use wheelchairs and prams. A minimum footpath width of 1.5m must be maintained.

The location of bins should be located in such a way that minimises the need for vehicles to travel on the core path network and should not exceed 20m for the operative to move a bin to the vehicle.

Public events

The provision of temporary litter bins may be considered at specific locations to reflect increased pedestrian flows and litter generation at certain times, e.g. during public events.

Other criteria with regard to safe siting, or whether or not to provide a separate recycling service should be taken into account when siting these bins. Event organisers must put in place separate arrangements for the segregation of commercial materials for recycling and disposal of commercial waste in compliance with the Waste (Scotland) Regulations and other pertinent legislation.

Parks and other similar public spaces

The siting of bins in public parks and greenspaces presents some particular challenges in terms of efficiency, capacity and safety. It is usually viewed as beneficial to encourage park users to take their waste to strategic locations, usually at entrances and exits, so that the litter bin can be serviced safely without having to drive into or around the greenspace. **Where bins are located at entrances and exits, there will be messaging used at points within the park to highlight this to users.**

Therefore, as facilities are upgraded the following principles will be adopted:

- Litter bin locations will be moved from throughout the park or public space, to key locations e.g. Leith Links;
- The maximum capacity must be provided; and
- The facilities should be designed to take account of the usage of the sites, with dedicated facilities being provided as appropriate for barbecue waste, specific appropriate recycling streams, etc.

Recycling

Scottish legislation, and the Council's Waste and Cleansing Strategy, both assume or require that waste should be segregated and separately collected as close to source as possible to maximise recycling and the recovery of materials.

The Council also takes a pragmatic view of the effectiveness and efficiency of such measures, and the Council's strategy acknowledges the particular challenges associated with collecting litter as a segregated stream for recycling while maintaining the relevant high standards of quality required, as well as the small quantities involved and the likely impact of **forthcoming legislative change**.

Therefore:

- Recycling bins for litter are NOT required at every location, but can be considered at key locations where there are sufficient quantities of the relevant recyclates;
- Any segregated litter bins MUST consider following;
- How the bins will be emptied- under no circumstances can segregated recycling bins be mixed with other waste;
- Which materials it is most appropriate to target (e.g. cans and plastic bottles in parks, newspapers on main arterial routes and bus stops and termini?);
- Bins must be labelled appropriately for specific target materials, and not labelled just "recycling";
- Contamination risks (which can be offset by appropriate design);

Specific Waste Streams

Barbecues: consideration will be given to the siting of dedicated litter bins or containers for the safe disposal of hot waste at locations where there is a history of barbecue usage during good weather, etc.

Dog waste: the Council's policy is to maximise efficiency by collecting bagged dog waste alongside general waste. No dedicated dog waste bins will be provided. This will be reviewed should it undermine the separate objective of sorting mixed waste for recycling.

Litter Bin Siting Policy Appendix 1: Factors for consideration:

- LEAMS data
- Bin density (how far do people have to walk?) Bin size
- Bin type?

- Location type (e.g. high priority areas as outlined in the policy)
- Usage/ demand derived from bin sensor data
- Safety (public and staff)
- Bins creating litter (whether due to capacity, misuse or location).
- Vandalism and arson
- Terrorism

- Design for recycling
- Proximity to household waste (communal) bins which can perform same function.
- Parks, greenspaces, civic areas, squares, plazas, etc.

Note: for Committee, yellow highlights denote proposed changes from the current policy.

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Reform of the Council’s Transport companies

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Approve the approach to the integration of Edinburgh Trams and Lothian Buses as set out in the report;
 - 1.1.2 Agree the closure of Transport for Edinburgh in it’s current form;
 - 1.1.3 Agree that Council officers should draft revisions to all relevant documentation including the shareholder agreement and operating contract; and
 - 1.1.4 Agree the terms of reference of the Shareholder Forum at Appendix 1, subject to any comments from the minority shareholders. Any proposed changes will be reported back to Committee.

Paul Lawrence

Executive Director of Place

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Reform of the Council's Transport companies

2. Executive Summary

- 2.1 This report provides a progress update on the reform of the Council's transport companies and sets out the final model for the integrated approach, alongside the creation of a new Shareholder Forum.

3. Background

- 3.1 A report to Policy and Sustainability Committee dated [9 July 2020](#) set out the current arrangements for the management of the Council's Transport Arms Length External Organisations (ALEO's) and highlighted challenges in continuing to manage existing arrangements.
- 3.2 In setting out the current arrangements for management of the Council's Transport ALEO's, the report recognised that inefficiencies within the operating model have led to challenges regarding collaboration and integration across and between the companies.
- 3.3 A short life working group was established to consider how the Council's Transport ALEOs should be reformed, alongside discussion with the minority shareholders and engagement with Trade Union colleagues. A report approved by the Council on [26 August 2021](#) set out the findings of the short life working group and recommended a structure for an integrated public transport group, by making Edinburgh Trams a wholly owned subsidiary of Lothian Buses. The report noted that this would be the optimal route to securing the objectives of reform, with a single board, a single executive team, common HQ functions, and a Chief Executive Officer to be appointed with a job description reflecting the revised arrangements. The report also made clear that the shareholder agreement with Lothian Buses should be revised to give a mandate for multi-modal public transport delivery.
- 3.4 Since then, Council officers have worked with Non-Executive Directors of Lothian Buses and Edinburgh Trams to consider how to implement the restructure of the companies, while protecting the financial position of each company and ensuring that robust governance and decision making is secured. In particular, detailed design work has taken place to ensure any reform does not have any unintended

financial consequences, recognising the different financial positions of the two companies.

- 3.5 This work has been undertaken in line with the transition principles set out in the paper approved by the Council on 26 August 2021.
- 3.6 Discussions have also taken place on the potential terms of reference for a new Shareholder Forum, to enhance elected member engagement with the revised company.

4. Main report

- 4.1 On 26 August 2021 the Council agreed that the Lothian Buses corporate entity should be reconstituted, with an amended Memorandum and Articles of Association, to be responsible for multi modal public transport delivery.
- 4.2 It was envisaged that the reconstituted company would be responsible for delivering all Council-owned public transport modes in the city, rather than being responsible for bus transport alone.
- 4.3 It was further envisaged that the reconstituted company would also be responsible for anticipating and developing new transport modes. Opportunities for growth of public transport within Edinburgh and the wider region should be identified and developed to support and enable policy delivery to ensure a sustainable future for public transport.
- 4.4 It was originally proposed that Edinburgh Trams would be a subsidiary of the reconstituted company in order to give sufficient control to develop multi-modal public transport delivery, and also to avoid multiple boards which has resulted in conflicting priorities in the past.
- 4.5 Following further professional advice, it is now clear that an alternative model which uses an operating contract rather than a subsidiary model would be the preferred approach. This would give Lothian Buses the authority to manage the Edinburgh Trams business contractually rather than via a shareholding interest in Edinburgh Trams. Edinburgh Trams would remain the operator of the tram line, as has always been the case. This approach achieves the integration objectives without exposing Lothian Buses to undue financial risk.
- 4.6 The matter of ensuring, under this model, that the revised Lothian Buses Board will have full multi modal responsibility has been considered. This will be managed and assured through provisions in the updated Memorandum and Articles of Association and in the operating contract with Edinburgh Trams.
- 4.7 In order to minimise any risk of challenge under the Competition Act, it is prudent to interpose a shareholding structure between the Council on the one hand and Lothian Buses and Edinburgh Trams on the other. This would solely be a shareholding entity.

- 4.8 At the appropriate time in the reform process, the existing Board of Transport for Edinburgh will be stood down. Any assets or liabilities of Transport for Edinburgh would be transferred into the Council or Lothian Buses. Thereafter, all appropriate Human Resources (HR) and legal processes will be followed to discharge all obligations to the employees of Transport for Edinburgh.
- 4.9 Other than the replication of the shareholding powers in an Operating Agreement, the provisions set out at paragraph 4.25 of the 26 August 2021 report remain the same and the reform programme will be delivered in line with that.
- 4.10 Consideration has also been given to a new Shareholder Forum which would provide a mechanism for elected members to meet with the company to share information and receive updates. The aim of the Forum would be to enhance ongoing engagement between the company and elected members. Recognising the regional ownership of Lothian Buses, it is proposed that representatives of each shareholder should attend the Forum. A copy of the proposed terms of reference are attached as Appendix 1.
- 4.11 It is not proposed that the Council would nominate a Board member or members to the revised company. This is to ensure continued compliance with the 1985 Transport Act and to sustain the appropriate division of policy (Council) and commercial/operational (Company) responsibilities.
- 4.12 Formal decision making will continue to be made through the established Committee process, or by the company board (as appropriate) maintaining the arms length nature of the transport companies. In this way, the terms of the Transport Act 1985 continue to be complied with while providing a forum for dialogue and enabling a shared understanding of the opportunities and challenges faced in operational delivery.
- 4.13 At officer level, the relationship between the integrated company and the Council will be strengthened by formalising the existing liaison between Lothian Buses and the Council. A formal meeting is already convened monthly between Edinburgh Trams and the Council, and this will be maintained.

5. Next Steps

- 5.1 If committee approves progressing with the operating contract approach:
- 5.1.1 Council officers will work with Edinburgh Trams and Lothian Buses to ensure that all outstanding due diligence work is completed and support all necessary board approvals;
- 5.1.2 Lothian Buses will be asked to commence the recruitment process for a new board following conclusion of their due diligence. Members of this new Board will also become members of the Boards of Edinburgh Trams and the holding company. As has been the case in the past, Lothian Buses will consult with the Council on the recruitment of the Non-Executive Directors and the Council will have final approval of their appointment. The refreshed Board

should meet all current equalities policies and draw members from a wide range of backgrounds and skill sets. Employee representation would also be sustained and enhanced;

- 5.1.3 Thereafter, Lothian Buses will be asked to commence the process to appoint a Chief Executive to the new role of leading the integrated company, following agreed HR policies. Again, Lothian Buses will consult with the Council on the appointment of the Chief Executive;
- 5.1.4 The shareholder agreement and the Memorandum and Articles of Association will be updated in line with legal advice and to provide for the integrated delivery of public transport;
- 5.1.5 An operating contract between Lothian Buses, Edinburgh Trams and the Council will be agreed to ensure that the integrated board has sufficient oversight of the companies to integrate them and for delivery of multi modal integrated public transport;
- 5.1.6 All safety regulations will continue to be met with no change envisaged to current arrangements within either company;
- 5.1.7 Council officers will work with the minority shareholders to agree and establish the Shareholder Forum and to consult with them on the amendments to the Articles of Association;
- 5.1.8 Council officers will update the recognised trade unions; and
- 5.1.9 When the legal documentation is finalised, Council officers will work with the Transport for Edinburgh board and executive to complete any relevant transfer of responsibility and thereafter make arrangements for the winding down of the company, ensuring all relevant policies are complied with.

6. Financial impact

- 6.1 Existing resources of the Council will continue to be utilised to progress with the approach set out in this report, with continued support from the Transport ALEOs to manage the development and implementation of the proposed reform.
- 6.2 It is anticipated that efficiencies can be found through greater integration of the public transport companies through enabling centralisation of resources and closer working operationally. Additionally, it is anticipated that this model enables efficient policy delivery with attendant savings to officer time.

7. Equality and Poverty Impact

- 7.1 Transport was highlighted by the Edinburgh Poverty Commission as a key issue in combatting poverty in the city. The reforms set out in this report will give the Council the opportunity to re-emphasise these issues in a revised agreement with Lothian Buses. Equally, appropriate transport provision is central in delivering on equalities

issues, particularly ensuring everyone can get around the city on an equal basis. Again, these issues will be highlighted and strengthened following the actions sets out in the report.

8. Climate and Nature Emergency Implications

- 8.1 Integration of the public transport companies is an action contained within the City Mobility Plan. Greater efficiency and development of public transport in Edinburgh is key to growth of public transport in Edinburgh, helping to reduce carbon emissions from transport.

9. Risk, policy, compliance, governance and community impact

- 9.1 Risks associated with this project are contained and managed in a risk register which is maintained by the transformation board.
- 9.2 Current top risks identified are as follows:
- 9.2.1 That the due diligence process (which is not yet complete) uncovers an issue which is not anticipated and impacts the model proposed, or which impacts the required board approvals. This is mitigated through the existing knowledge of the position of Edinburgh Trams and the corporate structure proposed; and
 - 9.2.2 Legal advice is incomplete. This is mitigated by legal advice throughout the project to ensure that the structure selected is compliant with regulatory requirements.
- 9.3 As noted above, delivery of this project is one of the actions contained in the City Mobility Plan.
- 9.4 Implementation of the Shareholder Forum will change the current shareholder governance arrangements for the transport companies, by moving from a company board to a forum. This has the advantage that attendees to the forum can also be the transport spokespeople of political parties, without concerns on conflict of interest. Decision making will be through the existing Committee structure.

10. Background reading/external references

- 10.1 Reform of Transport Arm's Length External Organisations [9 July 2020](#).
- 10.2 Reform of Transport Arm's Length External Organisations [12 November 2020](#)

11. Appendices

Appendix 1 – Lothian Group: Shareholder Forum Proposed Terms of Reference

Appendix 1 - LOTHIAN GROUP: SHAREHOLDER FORUM Proposed Terms of Reference

Purpose

- To act as interface between the Lothian Group and its shareholders in order to improve understanding and dialogue.
- The Forum would not form any part of the company or the Councils' formal decision making process.
- The Forum would recognise Lothian Group 'arm's length' operational and commercial status under Transport legislation.
- All shareholders to be represented (the City of Edinburgh Council, East Lothian Council, Midlothian Council and West Lothian Council).
- Strategic and key performance issues to be routinely discussed. Executive operational engagement to be discussed by existing officer fora.

Meeting Arrangements

- There will be three meetings per year: January, May/June (Lothian Group AGM) and September. Provision for additional meeting if required.
- The City of Edinburgh Council's Transport and Environment Convenor to Chair January and September meetings. The Chair of Lothian Buses will chair May/June (Lothian Group AGM) meeting.

Terms of Reference

- To provide a forum that will facilitate dialogue and relationship building between the Lothian Group and its council shareholders.
- Communication of Lothian Group business progress, financial health and business plan achievement.
- Discussion of issues and risks.
- Consideration of key transport policy developments.
- Presentation of accounts and related reports (AGM).

Standing Agenda Items

1. Quorum and Apologies
2. Previous Minutes
3. Business Updates
 - 3.1 Group Highlights
 - 3.2 Business Plan Progress
 - 3.3 Bus
 - 3.4 Tram
 - 3.5 Business Presentations (as required)
4. Issues and Risks
5. Policy Matters

6. AOB

N.B. Additional required AGM agenda items to be added for that meeting.

Representation and Attendees

- The City of Edinburgh Council's Transport Convenor (Chair – other than AGM)
- The City of Edinburgh Council's political group Transport Spokespeople
- East Lothian, Midlothian and West Lothian Councils' Political Transport Leads
- Lothian Group Chair, Senior Independent Non-Executive Director and Chief Executive
- Lothian Group Operations - Bus and Tram Representatives and Finance Director/Company Secretary
- The City of Edinburgh Council's Executive Director of Place and officer Transport Lead
- Minority Shareholder Lead Officer Representative
- Other Council or Company Representatives as required.

Total Representation

The City of Edinburgh Council Political Representatives	5
The City of Edinburgh Council Officials (observers)	2
Minority Shareholder Political Representatives	3
Minority Shareholder Officials (observer)	1
Lothian Group Non-Executive Directors	2 (3)
Lothian Group Executive Directors	4

Circa 18 plus others as required

Appendix - Lothian Group: Arm's Length Governance

Lothian Group's arm's length status is fundamental to its highly successful business model. Shareholder benefits arising from this model can be clearly evidenced;

- In the 10-year period 2007-2017 the total number of bus journey's taken across Scotland declined from 487 million to 388 million a drop of 20%. Over the same period Lothian achieved patronage growth of 5% with customer journeys rising from 114m to 120m.
- Lothian's arm's length status and commercial orientation has enabled profit achievement and shareholder dividend payments. The most recent 2018 (pre-covid) shareholder dividend was a record £7.7m.
- Lothian's status as an early adoption of technical customer focussed innovation. Examples include: Ridacard and Mobile Tickets, the travel apps and most recently capped contactless payments. All of these innovations have been self-funded and extended into Tram operations.
- A coherent fleet capital investment strategy without the necessity of Shareholder support that has established Lothian as having the 'greenest' bus fleet outside of London. This has been further extended through the adoption of a carbon neutral 2035 strategy.
- Lothian's arm's length status also has a statutory basis.
 - ❖ The UK 1985 Transport Act prohibited local authorities from directly operating bus services. Existing operations were required to be transferred into holding companies which were then mostly sold on. Lothian is the remaining Scottish exception.
 - ❖ The Transport (Scotland) Act 2019 has superseded in Scotland certain provisions of the UK 1985 Transport Act. Under this act local transport authorities (LTA's) subject to certain obligations, have the restored power to directly operate bus services. Interestingly Transport Scotland's related guidance makes reference to Lothian....

"The LTA may choose to provide services directly or through an arm's length external organisation. Under the latter scenario, the LTA can provide bus services through an independent commercial organisation with its own management board where the LTA is the shareholder but is not involved in the day to day running of the business. This would be broadly similar to the model under which Lothian Buses currently operates".

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Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Revenue Budget Monitoring 2023/24 – Month Three position

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note:
 - 1.1.1 The 2022/23 outturn position for the services within the remit of this Committee (Appendix 1);
 - 1.1.2 That services within the remit of this Committee are collectively forecasting an underspend against budget of £0.365m for 2023/24, as at month three. This is the net position after adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures;
 - 1.1.3 Place Directorate overall is forecasting a net pressure of £1.95m as at month three after adjustment for the impact of relevant provisions made;
 - 1.1.4 Appropriate measures will continue to be progressed to offset budget pressures and fully deliver approved savings targets to achieve a position in line with the approved revenue budget for 2023/24; and
 - 1.1.5 Routine updates will continue to be provided to Committee at agreed frequencies during the remainder of the year.

Paul Lawrence

Executive Director of Place

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Revenue Budget Monitoring 2023/24 – Month Three position

2. Executive Summary

- 2.1 This report summarises the out-turn for financial year 2022/23 and focuses on the month three 2023/24 revenue monitoring position (including early projections) for the services within the remit this Committee.
- 2.2 The 2022/23 audited accounts were approved by the Finance and Resources Committee on 21 September 2023 and the audited accounts were submitted to the external auditor by the statutory deadline of 30 September 2023. An unmodified audit opinion has been issued on the 2022/23 annual accounts. The audited financial statements confirm a General Fund revenue underspend for 2022/23 of £13.700m. The 2022/23 outturn position for the services within the remit of this Committee are summarised in Appendix 1.
- 2.3 The projected Council-wide General Fund revenue budget position for 2023/24, based on month three, was [reported](#) to the Finance and Resources Committee on 21 September 2023. At this stage, an overall overspend of £13.200m is being projected, including a forecast overspend of £1.950m for the Place Directorate. Without identification of mitigating actions, this would require application of the 2022/23 underspend to achieve a balanced in-year position, as well as giving rise to recurring pressures for future years. There is potential for further risks to emerge, including in respect of the 2023/24 non-teaching employee pay award. Given these factors, no additional commitments should be taken on until the underlying position has improved.
- 2.4 The month three forecast in 2023/24 for services within the remit of this Committee is an underspend of £0.365m. Further information is provided in paragraph 4.1 of this report. This is after assuming application of funding of £4.200m in respect of continuing cost impacts of Covid-19 (including £4m in respect of parking income), and an additional £4.175m in respect of energy and other contract inflationary cost increases.

3. Background

- 3.1 The Council's Financial Regulations require submission of regular budget monitoring reports to all Executive Committees.
- 3.2 This report provides an update on the revenue budget 2023/24 forecast at month three for services within the remit of this Committee. A separate [report](#) to Finance and Resources Committee on 21 September 2023 set out the projected position on the Capital Investment Programme.
- 3.3 Covid-19 identified net costs and inflationary pressures have been separated from 'business as usual' in order to facilitate understanding of the drivers of risks, cost pressures and mitigating actions wherever tangible.

4. Main report

Transport and Environment Committee Remit – 2023/24 Month Three Forecast

- 4.1 The approved budget for 2023/24 is £39.841m after adjustment for approved savings and investment as set out in section 4.2 and 4.3 of this report. Budgetary performance at month three is forecasting a £0.365m underspend in this area after the application of corporate provision made in respect of the continuing impacts of Covid-19 and inflationary pressures. The breakdown of budgets and variances is shown in Appendix 2.
- 4.2 In terms of the Transport and Environment service portfolio, the key pressures relate to the funding of public conveniences (details of partial in year mitigation in 4.8), a continued reduction in parking income post Covid-19 (when compared to pre-pandemic levels) and impacts of higher inflation. The delivery of income uplifts in the transport and parking services (detailed in 4.7) are at this point treated as a risk and not as yet included in the forecast.
- 4.3 Inflationary pressure funding of £4.175m can be categorised as £1.300m pertaining to higher utility costs for traffic signals and streetlighting and £2.875m across contracts which are index linked to Retail Prices Index (RPI). These costs are met in 2023/24 by corporate provision.
- 4.4 Covid-19 pressure funding of £4.200m relates in the main to loss of parking income arising from changed driver behaviour following public health restrictions and changes to the way people work. Income shortfalls have shown year on year improvement since the start of the pandemic. As set out in 5.3 this provision will reduce to £2m in 2024/25 and work is ongoing on a parking service medium term financial plan which will inform the plan to manage this pressure. This report will be presented to Committee once available.
- 4.5 There are mitigating savings from income pertaining to the sale of outputs at the Millerhill plant to utility companies, however this cannot be relied on in the longer term.

- 4.6 In addition to management of risks and pressures within the Transport and Environment remit, there is a forecast overspend for Place Directorate and the Council as a whole. Therefore, current and emerging risks will be subject to ongoing tracking and development of mitigation measures.

2023/24 Budget – Approved Savings

- 4.7 Council wide savings of £26.597m were approved as part of the 2023/24 budget motion; £13.651m of these are required to be delivered by services within the remit of this Committee. At month three, a delivery assessment categorised 73% of these savings as 'green' and 27% at 'amber'. The savings which relate to the remit of this Committee are shown in Appendix 3.

2023/24 Budget – Approved Investment

- 4.8 Additional investment in the Cleansing service of £3.078m was approved as part of the 2023/24 budget process. It is forecast that this will be fully spent in 2023/24, with £0.500m of this sum set aside for the in-year tranche of the multi-year Best Value review of Waste and Cleansing and £0.500m mitigating the cost pressure of maintaining public convenience operations at current level (cost forecast to be £1.260m in 2023/24 with an approved budget of £0.500m). The £1m allocation of funding against the Best Value review and public convenience service pressure is a 2023/24 measure only and can be accommodated by cost slippage in implementing the agreed investment plan in areas, such as recruitment and vehicle purchase.

2024/25 Budget – Proposals within the remit of this Committee

- 4.9 A number of savings proposals which have 2024/25 impacts were approved in principle as part of the 2023/24 budget decision making process and are as such inherent in the future years budget 'gap' [reported](#) to Finance and Resources Committee, 21 September 2023. The proposals which relate to the remit of this Committee are shown within Appendix 4.

5. Next Steps

- 5.1 Given the range of pressures outlined in this report and the Council-wide report, Executive Directors will require to bring forward measures to offset residual service pressures and risks within their respective areas of responsibility during 2023/24.
- 5.2 The Place Senior Management Team (SMT) is looking to the 2024/25 budget management strategy as part of a rolling process. This will include bringing forward proposals to Executive Committees for consideration in the second half of the 2023/24 financial year.
- 5.3 Place SMT will continue to monitor post Covid-19 recovery plans and implications of inflationary pressures, reporting budgetary impacts as appropriate. It should be noted that the budget provision parking services will reduce from £4m in 2023/24 to £2m in 2024/25. The financial implications of the City Centre Transformation proposals will also need to be considered and a report will be brought to Committee in due course.

6. Financial impact

- 6.1 As of month three, and as reported to Finance and Resources Committee on 21 September 2023, an overall Council-wide overspend of £13.2m is forecast. Inherent within this is a £1.950m overspend for the Place Directorate and a projected underspend of £0.365m for the services within the remit of this Committee. Failure to break even in 2023/24 reduces the options to address future years' budget gaps and means that existing expenditure is exceeding in-year resources.
- 6.2 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicates pressures emerging within the Place Directorate which require to be addressed.
- 6.3 This report emphasises the importance of proactive management of pressures and delivery of approved savings in maintaining the integrity of the Council's budget framework and business plan objectives.

7. Equality and Poverty Impact

- 7.1 There are no equality, human rights (including children's rights) and socio-economic disadvantage implications arising as a consequence of this report.

8. Climate and Nature Emergency Implications

- 8.1 There are no Climate and Nature Emergency implications arising as a consequence of this report.

9. Risk, policy, compliance, governance and community impact

- 9.1 Whilst the report provides forecasts of financial outturn based on financial performance and conditions existing on 30 June 2023, there remains a risk that changing circumstances and events will result in budget pressures.
- 9.2 All current and emerging risks will be subject to ongoing tracking, development of mitigation measures and review for the remainder of 2023/24.
- 9.3 Financial performance will be tracked by Place SMT and service management teams to identify and mitigate emerging financial risks.
- 9.4 There are no health and safety, governance, compliance or regulatory implications arising from this report.

10. Background reading/external references

- 10.1 [Revenue Monitoring Update](#) – 2022/23 Month Eight position, Transport and Environment Committee 2 March 2023

11. Appendices

Appendix 1 – Transport and Environment Service Remit – Outturn 2022/23

Appendix 2 – Transport and Environment Service Remit – Month Three Forecast 2023/24

Appendix 3 - Transport and Environment Service Remit – Delivery assessment of 2023/24 Approved Savings

Appendix 4 - Transport and Environment Service Remit – Future Year Savings Proposals

Appendix 1 – Transport and Environment Service Remit - Out-turn 2022/23

The 2022/23 audited accounts were approved by Finance and Resources Committee on 21 September 2023 and the audited accounts were submitted to the external auditor by the statutory deadline of 30 September 2023. An unmodified audit opinion has been issued on the 2022/23 annual accounts. The audited financial statements confirm a General Fund revenue underspend for 2022/23 of £13.700m.

The Place Directorate overall returned out-turn for 2022/23 was an £9.450m overspend after application of £11.200m corporate provisions made in respect of energy and other contract inflationary cost increases.

The services within the remit of this Committee returned an out-turn of £0.563m underspend in respect of 'business as usual' after application of £5.003m corporate provisions made in respect of energy and other contract inflationary cost increases.

The breakdown of this and notable variances are shown in Table 1 below.

Table 1 – Transport and Environment Committee Remit – Provisional 2022/23 Out-turn

Service Area	Net Budget 2022/23	Corporate Provision Drawn Down	Net Out-turn Variance 2022/23	Main driver of variance
	£m	£m	£m	
Waste	33.234	0.370	(0.447)	Number of positive variances across cost and income.
Cleansing	13.935	0.085	0.868	£0.450m costs exceeding budget for public convenience provision.
Network Management and Enforcement	(22.379)	4.145	(1.559)	Better than projected income performance in areas such as bus lane enforcement.
Roads and Infrastructure	14.276	0.166	0.557	Cost of winter weather provision over budget for 'average' winter.
Placemaking and Mobility	0.775	0.237	0.018	-
Total	39.841	5.003	(0.563)	
Corporate Provision				

Covid-19		4.646		
Energy Inflation		0.357		
Contract Inflation		-		
Total		5.003		

Appendix 2 Transport and Environment Service Remit – Month three forecast 2023/24

The projected Council-wide General Fund revenue budget position, based on month three, was reported to Finance and Resources Committee on 21 September 2023. At this stage, an overall overspend of £13.200m is being projected, including a forecast overspend of £1.950m for the Place Directorate. The forecast for the services within the remit of this Committee is a £0.365m underspend after adjustment for appropriate Council provisions in respect of inflationary and Covid-19 impacts.

The breakdown of this and notable variances are shown in Table 1 below.

Table 1 – Transport and Environment Committee Remit – Month three forecast 2023/24

Service Area	Net Budget 2022/23	Corporate Provision Drawn Down	Net Out-turn Variance 2022/23	Main driver of variance
	£m	£m	£m	
Waste	33.234	1.500	(0.850)	Impact of income from Millerhill plant heat outputs over budget.
Cleansing	13.935	-	0.185	Net position for public conveniences after non-recurring £0.5m mitigation.
Network Management and Enforcement	(22.379)	5.775	-	
Roads and Infrastructure	14.276	0.900	-	
Placemaking and Mobility	0.775	0.200	0.300	Costs over budget for City Mobility Plan and projected shortfall of salary recharge to capital projects.
Total	39.841	8.375	(0.365)	
Corporate Provision Summary				
Covid-19		4.200		
Energy Inflation		1.300		

Contract Inflation		2.875		
Total		8.375		

Appendix 3 – Transport and Environment Service Remit – Delivery assessment of 2023/24 Approved Savings.

Proposal description/area	2023/24 Approved Saving	Saving BRAG assessment		Confirmed or planned mitigating actions where full or partial shortfall in delivery identified
		Green	Amber	
	£'000	£'000	£'000	
Transport and Environment Committee Remit				
Road Construction Consent Inspections	400	335	65	
Strategic Review of Parking	2,000	1,000	1,000	Although initial projections are consistent with business case assumptions, implementation remains at a relatively early stage and further evidence is required before greater assurance can be obtained.
Transport and Environment Organisational Review	120	0	120	Awaiting final matching and assumptions on capital recharges to projects.
Fees and charges. Place overall was allocated a £2.935m approved budget saving. This element relates to services within the remit of the Transport and Environment Committee only. Main uplifts relate to pay and display parking charges £1.9m, parking permits £0.32m and £0.17m of other charges spread over the remit.	2,389	1,436	953	Majority of amber-assessed element relates to parking-related uplifts pending further months' evidence of actual income received following 20% overall increase in parking charges implemented in early June.
Garden waste income consolidation	400	400	0	
Bus lane camera income consolidation	600	500	100	Bus lane cameras were offline for three weeks, resulting in income shortfall.
Glass collection and recycling - one-off contract saving	550	550	0	
Penalty Charge Notices	2,400	1,200	1,200	Following implementation of increase in early June, monitoring of income and behavioural impacts remains at a comparatively early stage and a further update will therefore be provided as part of the month five report.
Millerhill Income	3,450	3,450	0	£4.3m minimum income assumed in 2023/24
Best value reviews	500	500	0	As reported to the Transport and Environment Committee on 20 April 2023, £0.5m of the additional funding for street cleansing approved as part of the 2023/24 revenue budget has been set aside in recognition both of the lead-in times for implementation of the planned service improvements and that the best value service review is unlikely to be able to deliver the full saving in 2023/24.
Savings in prudential borrowing costs; includes planned debt servicing for Fleet assets, Depot review programme and Streetlighting assets.	838	546	292	Further work is required to review fleet review programme to understand better its overall affordability.
	13,647	9,917	3,730	

72.7%	27.3%
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Appendix 4 – Transport and Environment Service Remit – Future Year Savings Proposals.

A number of savings proposals which have 2024/25 impacts were approved in principle as part of the 2023/24 budget decision making process and are as such inherent in the future years budget 'gap' reported to Finance and Resources Committee, 21 September 2023.

The proposals which relate to the remit of this Committee are shown in Table 1 below.

Table 1 - Transport and Environment Service Remit – Future Year Savings Proposals.

Future Savings Proposals	2023/24 £m	2024/25 Incremental Change £m	Comment
Strategic Review of Parking	2.000	1.000	Additional saving of £1m assumed
Glass & Recycling Contractual arrangements	0.550	(0.550)	One off 23/24 saving – not required to be delivered in 24/25
Best Value Review – Waste Service	0.500	2.000	Additional saving of £2m assumed.
Millerhill Energy Income	3.450	(0.950)	Lower assumption re income receipt in 24/25; £2.5m
Net Impact		1.500	

A 5% uplift in fees and charges is also approved in principle. This will have a circa £1m impact on Place Directorate and will require to be disaggregated across services.

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Speed Limits Review: 20mph

Executive/routine Wards	Routine All
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1. Recommendations

- 1.1 It is recommended that Committee notes:
 - 1.1.1 The findings from the Speed Limits consultation exercise; and
 - 1.1.2 That the next steps with the findings of this review will be presented to Committee in February 2024, alongside the first review of the City Mobility Plan and the associated action plans.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Speed Limits Review: 20mph

2. Executive Summary

- 2.1 This report presents the results of the consultation, undertaken between November 2022 and February 2023 on proposals to extend 20mph speed limits in Edinburgh.

3. Background

- 3.1 Lower speed limits support the aims of the [City Mobility Plan](#) by improving the way residents and visitors can move about and enjoy the city. The proposals included in the Speed Limit Review fit with wider Council policies around Active Travel, the Vision Zero approach to road safety and achieving our ambition to be net zero by 2030.
- 3.2 In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit. The 20mph network was implemented to reduce the risk and severity of collisions, encourage people to walk and cycle and create more people friendly streets and neighbourhoods.
- 3.3 Since 2018, Wales became one of the first countries in the world, and the first nation in the UK, to introduce legislation to have a [default 20mph speed](#) limit on roads where cars mix with pedestrians and cyclists. These changes have affected most 30mph roads, but not all. The law has changed the default speed limit on restricted roads which are usually residential or busy pedestrian streets.
- 3.4 Findings from the 20mph roll out were reported to Committee in [October 2019](#). Public support for the limit and subsequent requests for it to be extended, indicated an appetite for wider application. Independent research, undertaken for the evaluation in 2019, revealed support for the network had risen from 58% before implementation to 65% post-implementation.
- 3.5 Further monitoring of the 20mph network, reported to Committee in [August 2022](#), showed a 30% reduction in road casualties and signs of other positive outcomes such as lower traffic speeds with better conditions for walking, wheeling and cycling creating a calmer, more pleasant environment.

- 3.6 Approximately 86% of Edinburgh's streets currently have a 20mph speed limit. Extending 20mph to all of the streets proposed in the consultation would increase 20mph coverage from 86% to 90%.
- 3.7 Transport Scotland are working with COSLA to identify the most effective route to roll out 20mph speed limits for all appropriate roads and streets across Scotland. As part of this process, they have issued assessment guidance to Councils. Transport Scotland has provided assurance that the principles applied in Edinburgh to date, and those used to arrive at the proposals in this report, are consistent with the assessment guidance.
- 3.8 At its August 2022 meeting (reconvened on 1 September 2022), Committee [approved](#) taking forward a joint 20mph and rural speed limit consultation. This report focuses on the findings from the 20mph consultation.
- 3.9 The survey ran from November 2022 to February 2023 and received 4,056 responses. The public consultation and market research sought the views on the scale of the proposed extension to the 20mph network, and on the individual streets where the lower limit is proposed. Feedback was also sought on additional streets to be added.

4. Main report

- 4.1 In preparation for the consultation, a review of all roads that currently retain a 30mph speed limit was undertaken and a map produced of possible streets for inclusion in the network. The criteria used to identify the possible streets was approved by Committee as:
- 4.1.1 Streets with higher density housing (for example flats, terraces);
 - 4.1.2 Retail presence – groups of shops;
 - 4.1.3 Pedestrian/cycling activity – areas which are likely to have higher numbers of people walking and cycling (for example near a hospital or university campus); and
 - 4.1.4 Width of street – narrower streets are considered to be more suitable for the lower limit.

Review Findings

- 4.2 The findings from the survey and the market research are provided in Appendix 1. The overall conclusion is that public opinion appears to be divided on whether to further expand 20mph speed limits.
- 4.3 Respondents were also asked about their perception of the current balance of 20mph and 30mph streets, with responses to the public consultation much more likely to be strongly in favour or against the current balance of streets.

Changes to speed limits and additional roads

- 4.4 Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph.
- 4.5 Feedback revealed the highest level of support for retaining 30mph was on sections of the following streets: London Road, Ferry Road, Corstorphine Road, Colinton Road, Lanark Road West, Queensferry Road, Dalkeith Road, Lanark Road, Glenlockhart Road, Crewe Road South and Duddingston Road West.
- 4.6 The streets with the highest levels of support to change to 20mph include sections of Lindsay Road, Minto Street and Portobello Road. Some of the streets referred to paragraph 4.5 (such as Colinton Road, Lanark Road West and Queensferry Road) also received high levels of support to change to 20mph.
- 4.7 Respondents were given the option to suggest additional roads that were not included in the proposals. The roads receiving the highest level of support were Redford Road, West Approach Road and Old Dalkeith Road. A full list is available in Appendix 1.
- 4.8 In addition, the findings highlight support for Bonnybridge Drive, part of a new housing estate, to be 20mph. In line with the Edinburgh Street Design Guidance, the default speed limit for new streets is 20mph and therefore any housing estates such as this that have recently been adopted but do not yet have a Traffic Regulation Order in place will be included in the statutory process for any future roll out of 20mph speed limits.

Key themes and impacts

- 4.9 Respondents were able to select multiple impacts associated with introducing a 20mph extension. An increase in journey time (58%), was perceived to be the largest impact from the public consultation while a safer street environment (54%) was identified as having the largest impact from the market research survey.
- 4.10 Increases in congestion (56%) and pollution (48%) were perceived to be key impacts associated with extending 20mph from the public consultation. While in the market research, the impact of congestion (41%) and the impact of pollution (22%) were rated lower. Lack of compliance was identified as having a much higher impact in the public consultation than in the market research.
- 4.11 Over half of the public survey respondents provided additional qualitative feedback. Many comments were similar to those expressed under impacts of the proposals with the most frequently raised in relation to enforcement and compliance, congestion and value for money.

Feedback from stakeholder organisations

- 4.12 Lothian Buses expressed concerns about the impact of the proposals on bus journey times and, in particular, on arterial and orbital routes. They commented that the Bus Partnership Fund is in the process of funding proposals that reduce bus journey times and the proposed speed limit change will reverse any improvements that are achieved.

- 4.13 They also expressed concern over the impact of the current proposals on timetabling.
- 4.14 As a key stakeholder, Police Scotland provided the following statement in relation to enforcement. *'We will continue to carry out education and enforcement to remind drivers to slow down, particularly in areas where any concerns are raised to us or there are vulnerable groups like children near schools, to ensure Edinburgh's streets are safe for everyone'*.
- 4.15 Spokes and Living Streets indicated they are strongly supportive of the proposed expansion of 20mph as it will improve road safety and benefits those using active travel. Both organisations are in favour of effective and regular enforcement of 20mph limits to maximise the benefits.
- 4.16 Spokes highlighted a number of main roads in the proposed map where the speed limit will change several times in a relatively short space, for example, Gilmerton Road, A70, A8 and Hailesland Road which may reduce compliance.
- 4.17 Living Streets commented that they see the extension of 20mph limits as a step towards having a default speed limit of 20mph throughout Edinburgh.

5. Next Steps

Driver behaviour

- 5.1 The 20mph speed limit relies on a shift in driver behaviour. The Council continues to work with Police Scotland and the public to raise awareness of 20mph and encourage compliance through road safety education activities and communications.
- 5.2 Where non-compliance is reported, traffic surveys are undertaken and where average speeds are recorded above the normal tolerance, this is communicated to Police Scotland for targeted enforcement when resources allow, as well as further speed reduction measures being investigated.

Proposals for implementation

- 5.3 It is proposed to bring back detailed proposals for 20mph alongside the first review of the City Mobility Plan.
- 5.4 This will provide details of costs and timescales and how the Council could proceed with the formal consultation as part of the Traffic Regulation Order process.
- 5.5 In the meantime, further work will be undertaken with public transport operators to refine the proposals.

6. Financial impact

- 6.1 This report has no direct financial impacts. Details of the finalised plans and implementation costs will be presented to Committee in February 2024.

7. Equality and Poverty Impact

- 7.1 It is expected that the proposed reduction in speed limit will advance equality of opportunity by creating a better environment for walking and cycling, making it safer and more attractive for less confident pedestrians and cyclists including children and older people. Children from areas of socio-economic disadvantage have also been shown to be more likely to be involved in road traffic collisions.
- 7.2 An [Integrated Impact Assessment](#) (IIA) has been carried out and was reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Climate and Nature Emergency Implications

- 8.1 Slower speed limits create a safer and more pleasant environment, encouraging people to walk, wheel and cycle and enjoy spending time in the area. It is also expected that environmental and air quality benefits will be realised due to safer road conditions resulting in increased levels of walking and cycling. Reducing the number of cars on our roads improves air quality and decreases congestion for those who need to travel by car, making our towns and cities healthier places for everyone.

9. Risk, policy, compliance, governance and community impact

- 9.1 The consultation approach complied with the Council's approved Consultation Policy and was designed in collaboration with the Council's Consultation Advisory Panel and approved by Committee in April 2021. The recommendation to note the findings of this report carries no identified risks.

Approach to Consultation

- 9.2 To capture a wide range of feedback, the consultation approach included surveys of residents and stakeholders (on the Council's Consultation Hub website) as well as market research.
- 9.3 Results of the feedback are summarised above and detailed in Appendix 1. A profile of respondents by gender, age and mobility and travel behaviours of respondents is also included in the Appendix 1.
- 9.4 Market research was carried out by independent consultants, CDS Insights, on behalf of the Council, in accordance with market research industry standards. The purpose of the market research was to complement the consultation responses, which are self-selecting, by securing a statistically representative sample of the views of Edinburgh residents.
- 9.5 The public consultation was launched on the Council's Consultation Hub for 12 weeks, from 16 November 2022 to 8 February 2023. A wide range of activities to raise awareness of the consultation was undertaken including:

- Briefing note sent to Councillors and stakeholder organisations with details of the consultation and inviting them to share the survey through their networks;
- Information about the consultation and link to survey shared on Council social media and website;
- Press release issued to local media;
- Lamp post wraps promoting the consultation installed on streets proposing a slower speed limit;
- Drop-in events with large maps of the proposals held at Edinburgh College (Granton Campus), Portobello and Newington Libraries;
- An engagement session was also undertaken with primary six pupils from Prestonfield Primary School to establish what younger people think of the proposals. Findings from this session are included as Appendix 2.

9.6 The Council is hosting a 20's Plenty Conference on 7 December 2023, with an opportunity to hear how other local authorities are implementing 20mph speed limits and share good practice.

10. Background reading/external references

10.1 [Evaluation of the 20mph Speed Limit Roll Out – 2019](#)

10.2 [Evaluation of the 20mph Speed Limit Roll Out – 2022](#)

10.3 [Active Travel Action Plan 2030](#)

10.4 [Road Safety Action Plan 2030](#)

10.5 Consultation [map](#) of the 20mph speed limit proposals

11. Appendices

Appendix 1: Consultation and Market Research report

Appendix 2: Report of Primary School engagement

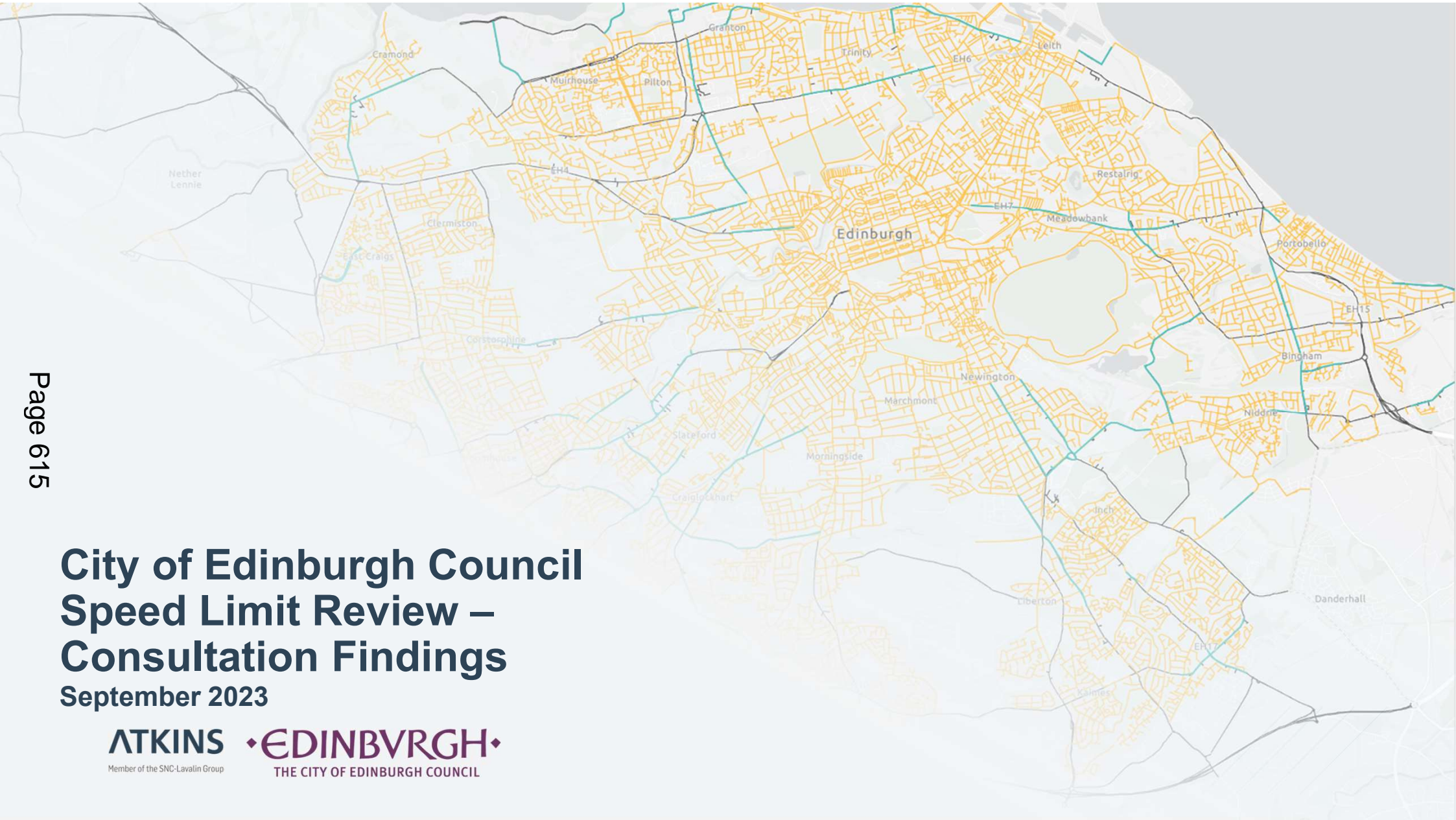
Appendix 1: Consultation and Market Research report

The report covers both 20mph and rural speed limits speed limits. The table below shows which pages cover which issues

Issue	Page(s)
Summary information on Consultation and Market Research including numbers of respondents	2
Note on representative sampling for Market Research	3
Consultation and Market Research findings - 20mph Urban Roads	5 - 15
Consultation and Market Research findings - Rural Roads 16 25	16 - 25
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	26 - 28
Profile of respondents	29 - 33
Travel Behaviours of Respondents	34 - 36
References	37 - 38
Appendix – more detailed analysis by gender, age etc	39 - 58

The report is attached as a separate document.

City of Edinburgh Council Speed Limit Review – Consultation Findings September 2023



Technical Note – Public Consultation and Market Research Surveys

Between 16 November 2022 and 8 February 2023, the City of Edinburgh Council (CEC) launched two public consultation surveys to gain feedback on their proposals to extend the 20mph network in the built-up area and review speed limits on most rural roads around Edinburgh. The survey was open to adults aged 16+ living, working and travelling in and around Edinburgh and hosted via the CEC [Public Consultation Hub](#).

A market research survey was also commissioned to ensure that a range of groups responded to the survey. Market research agency CDS Insights, hosted an online survey between Friday 3rd February and Wednesday 1st March 2023 using the SurveyMonkey platform. This survey combined the questions asked in the rural roads and urban roads survey. Eligible candidates were preselected from CDS' existing database and were invited to complete the survey. Measures were implemented during this selection process to ensure the respondents represent Edinburgh's population and all complete data survey data was checked against postcodes to ensure responses were within the proposed quota.

Results in this survey findings report are based on all responses provided in the survey unless otherwise stated. Many questions did not include a mandatory response field, as such the total number of responses varies by question.

The public consultation attracted:

- 1220 respondents to the Rural Roads Survey
- 4056 respondents to the Urban Roads Survey

The market research survey obtained a sample¹ of 472 respondents:

- 118 Responses from the rural west
- 354 responses from the non-rural west
- 84 responses from 16-25 year olds



A Note on Representative Sampling

Representative sampling relies on securing a reasonably random selection of people across a given population, in this case the city of Edinburgh or its rural west area. There is a relationship between the size of a sample, the size of the population being sampled, and the accuracy of results. Essentially, the larger the sample, the more accurate the results. The usual way for expressing accuracy statistically is through 'confidence intervals'. For a given result from a sample survey, a confidence interval is expressed as a range. There is a specified probability (often 95%) that the relevant value for the population of interest lies within this range. In lay terms, at '95% confidence' it's very likely indeed that the true value lies within this range.

The sample sizes achieved for the market research (472 for the whole city, 118 for the rural west area) are such that the following 95% approximate confidence intervals will apply.

Whole city results

For results between 40% to 60% of responses: confidence interval of +/- approx. 4.5%
 For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 3.6% to 4.5% (4.5% at 40% and 60%, 3.5% at 20% and 80%)
 For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 2.7% to 3.6% (3.6% at 20% and 80%, 2.7% at 10% and 90%)

So, for example, for a survey result saying that 40% of 'whole city' sample respondents hold a particular view, we can be 95% confident that the actual percentage of Edinburgh residents holding this view lies between 35.5% and 44.5%. In lay terms, it's very likely that the actual percentage lies in this range.

Rural west only results

For results between 40% to 60% of responses: confidence interval of +/- approx. 8.8%
 For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 7.2% to 8.8% (8.8% at 40% and 60%, 7.2% at 20% and 80%)
 For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 5.4% to 7.2% (7.2% at 20% and 80%, 5.4% at 10% and 90%)

Results from the consultation cannot be seen as representative in the same way. This is because the people responding are self-selecting, rather than essentially randomly selected as is the case for the market research. The tendency is for consultations to attract responses from those who hold stronger views on a topic, rather than from a cross section of the population.



Table of Contents

Item	Page
Results – 20mph Urban Roads	<u>5-15</u>
Results – Rural Roads	<u>16-25</u>
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	<u>26-28</u>
Profile of Respondents	<u>29-33</u>
Travel Behaviours of Respondents	<u>34-36</u>
References	<u>37-38</u>
Appendix - more detailed analysis by gender, age etc	<u>39-58</u>

Page 618

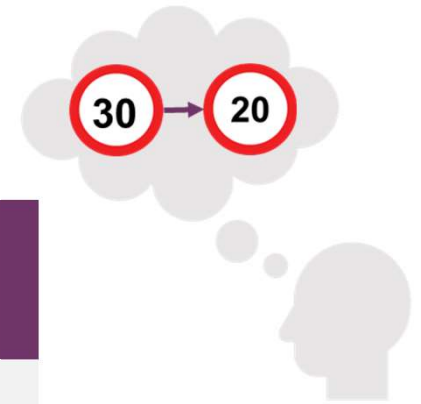


Results

- 20mph Urban Roads



Perception of current balance between streets with 20mph and 30mph

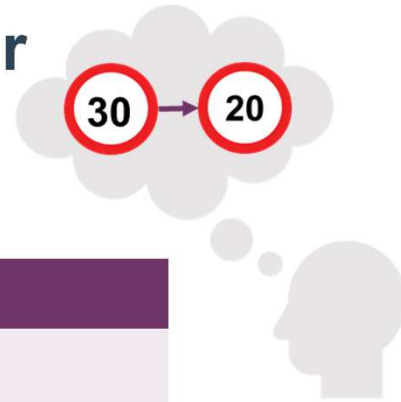


Statement	Public Consultation	Market Research
Far too many roads with 20mph	47.54%	23.94%
Slightly too many roads with 20mph	15.70%	19.92%
The balance is about right	7.38%	37.71%
There should be more roads with 20mph	7.51	10.59%
There should be a lot more roads with 20mph	21.87%	7.84%

Page 620



Which of the following statements, best represents your overall view of the proposed extension to the 20mph network?



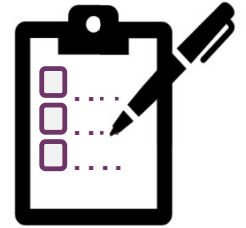
Page 621

Statement	Public Consultation	Market Research
We shouldn't be increasing the number of streets with a 20mph limit at all	57.70%	31.36%
There should be some new 20mph streets added but not this many.	8.35%	26.91%
The proposal is about right.	6.47%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.	4.49%	4.45%
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	5.48%	2.75%
We should extend 20mph to all roads within the whole built-up area.	14.02%	6.14%
None of these statements represent my view	3.48%	2.75%



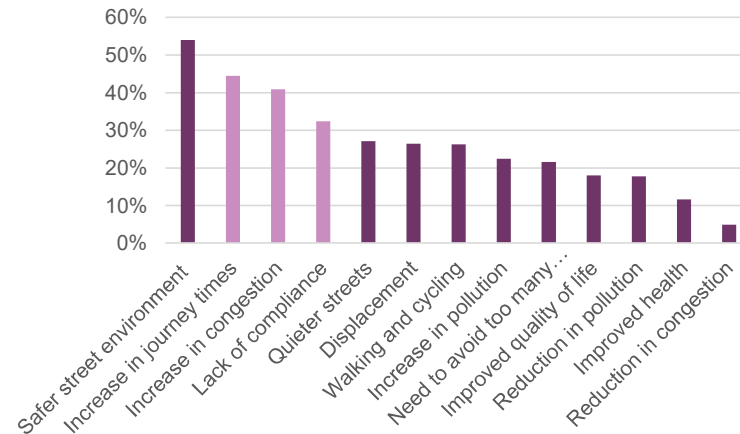
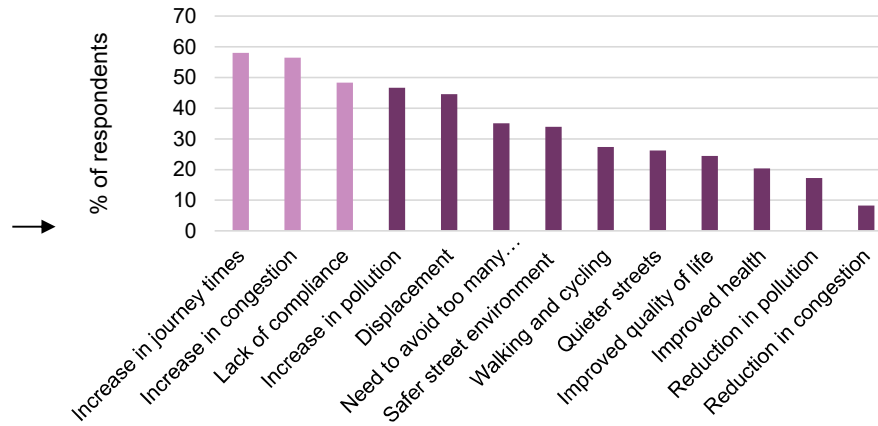
Views on impacts of urban speed limit proposal

Respondents were able to select multiple impacts associated with introducing a 20mph extension.



Public Consultation

Reason	Proportion of Respondents (%)
Increase in journey times	58.0
Increase in congestion	56.4
Lack of compliance	48.3
Increase in pollution	46.7
Displacement	44.6
Need to avoid too many changes	35.1
Safer street environment	33.9
Walking and cycling	27.4
Quieter streets	26.2
Improved quality of life	24.4
Improved health	20.4
Reduction in pollution	17.2
Reduction in congestion	8.3



Market Research

Reason	Proportion of Respondents (%)
Safer street environment	54.0
Increase in journey times	44.5
Increase in congestion	40.9
Lack of compliance	32.4
Quieter streets	27.1
Displacement	26.5
Walking and cycling	26.3
Increase in pollution	22.5
Need to avoid too many changes	21.6
Improved quality of life	18.0
Reduction in pollution	17.8
Improved health	11.7
Reduction in congestion	4.9

Page 622



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
London Road	88	27	2	1	42
Ferry Road	76	35	2	1	90
Corstorphine Road	73	26	1	1	2
Colinton Road	72	59	1		48
Lanark Road West	59	36	3	1	28
Queensferry Road	57	36	1		46
Dalkeith Road	47	17		1	24
Lanark Road	43	18	1		28
Glenlockhart Road	42	12			6
Crewe Road South	41	6			1
Duddingston Road West	40	12	2		2
Craigeith Road	37	9			9
Gorgie Road	37	4		1	4
Craigmillar Park	32	8	2	1	8
Whitehouse Road	28	5			11
Peffermill Road	25	9	1		1
Colinton Mains Drive	23	10			6
Gamekeeper's Road	23	6	1		16
Craiglockhart Avenue	19	3			4
Kirk Brae	18	5		1	6
Chesser Avenue	16	4			4



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Page 624

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
Lindsay Road	16	22			7
Mayfield Gardens	16	5			1
Cockburn Crescent	15	3			4
Slateford Road	15	6			4
Crewe Road North	14	4			1
Longstone Road	13	2			
Meadow Place Road	12	1			2
Minto Street	12	16	1		9
Commercial Street	11	8			1
Inglis Green Road	11	2			2
Musselburgh Road	11	8	1		
Waterfront Avenue	11	3			7
Duddingston Park	10	10			5
Greenbank Drive	10	10			3
Lady Road	10	5			4
Newtoft Street	10	2			
Stevenson Road	10	1			2
West Shore Road	10	4		1	1
Willowbrae Road	8	14			12
Polwarth Terrace	6	12			2
Portobello Road	4	25			4
Gilmerton Road	2	14		1	12

Additionally, Drum Street and The City of Edinburgh Bypass both received 1 response in favour of changing to 20mph and West Granton Road received 1 response in favour of retaining the 30mph speed limit from the market research survey.

Additional roads that are not included in the proposals received feedback

In both the Market Research and Public Consultation surveys respondents suggested **additional roads that should be included in the proposals**. These suggestions were provided on the interactive mapping tool, and by qualitative comments. These roads are listed below.

Road	Change to 20mph (Public Consultation and Market Research)
Redford Road	37
West Approach Road	28
Old Dalkeith Road	28
Glasgow Road	12
Bonnybridge Drive	11
Braid Hills Drive	11
Clermiston Road	10
Drum Brae*	6
Inchview Terrace	5

Drum Brae should become 20mph. Large footfall including children crossing to access Craigmount School.

Bonnybridge Drive has many families with young children living on the street. A reduction to a 20 mile an hour speed limit on Bonnybridge Drive would be a great help!

*Drum Brae was not separated by Drum Brae North and Drum Brae South in the feedback tool. However, 1 respondent specified that Drum Brae North should change to 20mph.





Comments Received

Over half of the public survey respondents provided detailed qualitative feedback. Some respondents also provided feedback in additional text boxes. The collection of these responses were grouped for manual thematic analysis.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box to share any additional comments or feedback you have regarding the proposed 20mph speed limits extension to urban streets in Edinburgh.	2,244	199
What do you think the impacts of implementing 20mph proposals are likely to be? Please tick all that apply [Other].	349	40
If there are any streets not included in the proposed extension that you feel should be considered for a reduction from 30mph to 20mph, please provide the name(s) of the street below.	613	149



8 Key themes emerged from the thematic analysis. Many respondents discussed enforcement and compliance, congestion and value for money in their responses.

Theme	Number of Entries (Public Consultation)
Enforcement / Compliance	541
Congestion	451
Waste of 'time and money'	398
20mph is suitable in sensible places	208
Driver aggression / Frustration	87
Evidence of 20mph being safer	83
Too many changes / confusion	52
CEC has an Anti-Car Agenda	32



Examples of typical comments

“Please implement 20 on all streets within Edinburgh. It’s proven to be safer. I don’t believe the negative effects will be massive but even if there is some it’s worth it for the lives that’ll be saved from a city wide 20 limit.” - **Safety**

“I think some main artery roads might be better having a variable speed limit e.g. 20mph during school / commute times but 30mph at other times as it’s very difficult to drive to 20mph on very empty roads.” – **Suitable in sensible places**

“Hardly anyone drives at 20mph now - even 30mph in some places, so increasing the number of roads is pointless. Signs and signage is a waste of time and money. Money which could be better spent repairing the very dangerous potholes everywhere. I am tired of driving as near to 20mph as I can and having impatient, reckless and lawless drivers driving far too close, seemingly wondering why I am driving so slowly!” – **waste of time and money.**

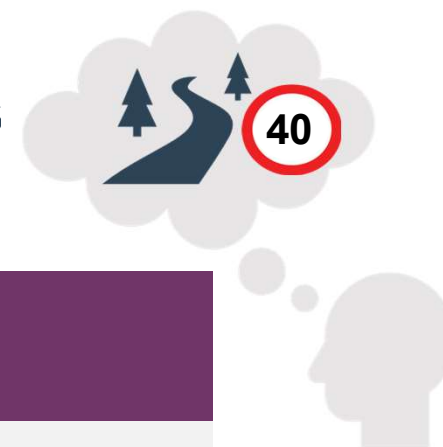
“This is a ridiculous suggestion. [...] I am specifically commenting on DALKEITH ROAD [...] 20mph zones increase congestion by slowing down the traffic - why on earth would it make sense to do so in areas reliant on ambulances moving freely and at pace?”



Results - Rural Roads



Perceptions on current speed limits on rural roads



Page 630

In general, what do you think about the current speed limits on the rural roads around Edinburgh?	Public Consultation	Market Research
Far too fast	20.79%	6.13%
Slightly too fast	11.01%	23.04%
About right	48.23%	61.31%
Slightly too slow	12.57%	6.55%
Far too slow	7.40%	2.75%



How far do respondents agree with the proposal?



Statement	Public Consultation	Market Research
Strongly Agree	22.20%	9.32%
Agree	6.91%	25.64%
Neutral	2.63%	36.86%
Disagree	13.90%	16.10%
Strongly Disagree	54.36%	12.08%



Perceptions on the rural roads proposal



Page 632

Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?	Public Consultation	Market Research
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	49.55%	16.10%
Some limits need to reduce but the proposals go too far	18.32%	29.66%
The proposal is about right	13.06%	41.10%
The proposal is good but it should go a bit further	6.82%	7.20%
The proposal is good but it should go a lot further	10.19%	3.60%
None of these statements represent my perspective	2.05%	2.33%



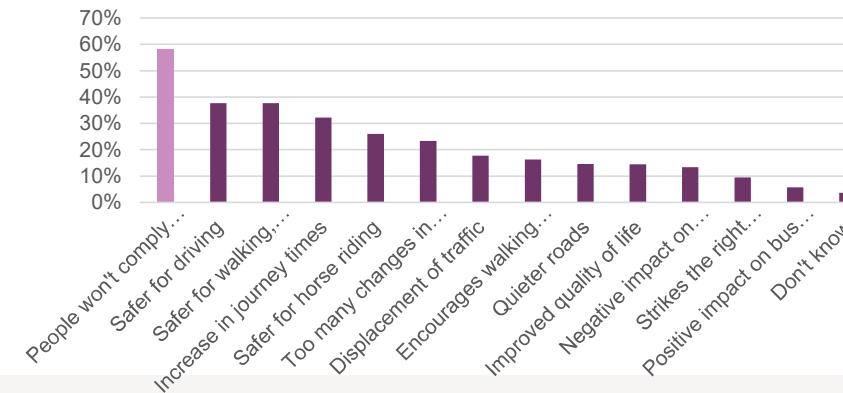
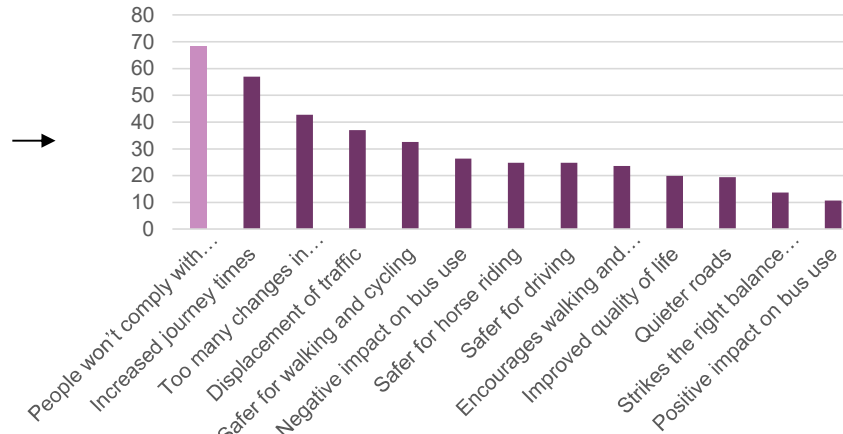
Views on impacts of the rural speed limit proposal

Respondents were able to select multiple impacts associated with the proposals to reduce rural speed limits.



Public Consultation

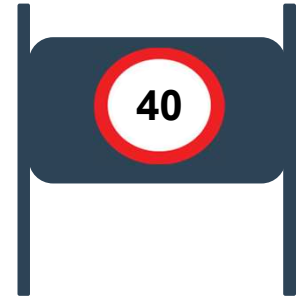
Reason	Proportion of Respondents (%)
People won't comply with the speed limit	68.2
Increased journey times	57.0
Too many changes in speed limit	42.7
Displacement of traffic	37.0
Safer for walking and cycling	32.6
Negative impact on bus use	26.4
Safer for horse riding	24.8
Safer for driving	24.8
Encourages walking and cycling	23.6
Improved quality of life	19.9
Quieter roads	19.4
Strikes the right balance between different road users	13.7
Positive impact on bus use	10.7



Market Research

Reason	Proportion of Respondents (%)
People won't comply with the speed limit	58.3
Safer for driving	37.7
Safer for walking, wheeling and cycling	37.7
Increase in journey times	32.2
Safer for horse riding	26.1
Too many changes in speed limit	23.3
Displacement of traffic	17.8
Encourages walking and cycling	16.3
Quieter roads	14.6
Improved quality of life	14.4
Negative impact on bus use/service	13.4
Strikes the right balance between different road users	9.5
Positive impact on bus use/service	5.7
Don't know	3.6

Perceptions on the introduction of gateways



Response	Public Consultation	Market Research
I do not support the introduction of Gateways	46.52%	18.86%
I feel neutral	15.69%	33.05%
I support the introduction of Gateways	36.51%	43.43%
I don't know	1.08%	4.66%



Respondents were given the option to provide feedback on selected roads of their choice.

Street Name	Public Consultation				Market Research		Combined
	I agree with the proposed change	I think the limit should stay as it is now	limit should reduce but not as much as proposed	I think the limit should be lower than proposed	Market Research I agree with the proposed change	Market Research I think the limit should be lower than proposed	Appeared in Survey Comments
Cliftonhall Road		10					1
Cockburnhill Road				2			1
Eastfield Road					1		1
Gilmerton Road	2	18	4	1			4
Glenbrook Road			1	3			5
Gogarbank			2				2
Gogarmuir Road			2				-
Harlaw Road	8	12		7		1	9
Hermiston House Road				1			1
Kirkgate			2				1
Lanark Road West						2	1
Lang Loan			6				
Lochend Road			2	2			4
Long Dalmahoy Road	10	12	4	3			10
Main Street				2			4
Mansfield Road			5	1			2



Additional Roads that Received Feedback

In both the Market Research and Public Consultation surveys respondents suggested additional roads that should be included in the proposals. These are listed below. Alongside this, respondents typically commented ‘all roads should be reduced’, or ‘no’.

Roads	No. Comments
A90	10
B7031	9
Newliston road	9
B924	8
Clifton Road	6
Lasswade Road	4
A1	3
Braid Hills Drive	3
Biggar Road	2
Builyeon Road	2
Cammo Road	2
Gogar Station Road	2
Craigs Road	2
Glasgow Road	2
A702	1
Johnsburn Road	1

The review should be implemented sooner than later due to the constant near misses and accidents that are happening on the Clifton Road.

It is unsafe for us to stand on Long Dalmahoy road [...] as drivers speed past (equestrian user).



Comments received



Some respondents also provided feedback in additional text boxes.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box below to share any additional comments or feedback you have regarding the review of rural road speed limits in Edinburgh.	493	199
What do you think the impacts of implementing the rural road proposals are likely to be? Please tick all that apply [Other].	147	16
If there are any rural roads not included in the review that you feel should have speed limit reductions, please provide the name of the road below.	74	148
Are there any further locations that you would think would benefit from the introduction of a gateway? (please describe in as much detail as possible)	141	166



8 Key themes emerged from the thematic analysis

Theme	No. Entries (Public Consultation)
Waste of 'time and money'	131
Enforcement / Compliance	88
Congestion	56
Safety Implications	24
CEC has an Anti-Car Agenda	20
Pollution	19
Evidence of lower limits being safer	18
Lack of active travel infrastructure	16



Examples of typical comments

“Rural roads are a resource for the people of Edinburgh to use for walking, cycling and access green spaces. As such they should be protected by lower speed limits for the benefit of all users.”

“I would argue that roads with multiple bends and poor visibility as a result should have lower speed limits across their full length.”

“Some of these roads are very narrow. I am a cyclist and some of the risks drivers take to overtake me are insane. Most drivers are sensible, but there are a few maniacs out there that simply need to be taken off the road.”

“some of the proposals are for roads where there are other road users. More travel time to get to work and home, actually means you reduce the down time for individuals and negatively affect family time. Edinburgh Council is clearly ANTI-CAR”

“Gateways are just more urbanisation of rural areas. Basically littering.”



Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents



Views on rural speed proposal : Rural West Residents compared to all Edinburgh residents

(See also next slide re support/opposition)



Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	18.64%	16.10%	41.12%	49.55%
Some limits need to reduce but the proposals go too far	23.72%	29.66%	20.72%	18.32%
The proposal is about right	44.92%	41.10%	15.79%	13.06%
The proposal is good but it should go a bit further	7.63%	7.20%	7.89%	6.82%
The proposal is good but it should go a lot further	4.24%	3.60%	10.53%	10.19%
None of these statements represent my perspective	0.85%	2.33%	3.95%	2.05%

Page 641



Support for/opposition to the rural speed limit proposal: Rural West Residents compared to all Edinburgh residents

(See also previous slide re overall views)

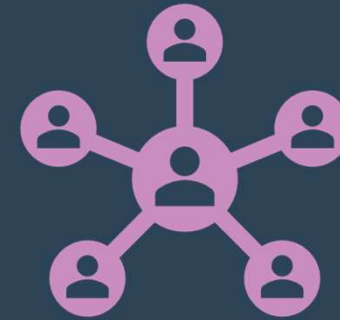


Page 642

Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
Strongly Agree	7.63%	9.32%	27.63%	22.20%
Agree	32.30%	25.64%	6.58%	6.91%
Neutral	32.20%	36.86%	2.63%	2.63%
Disagree	14.41%	16.10%	13.49%	13.90%
Strongly Disagree	13.56%	12.08%	49.67%	54.36%



Profile of Respondents



Gender of Respondents

A higher proportion of males responded to the public consultation surveys than females.

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Male	58.55%	63.49%	41.10%
Female	34.79%	29.74%	56.57%
Other gender identity	0.65%	0.58%	0.85%
Prefer not to say	6.01%	6.46%	1.48%



Age of Respondents

Page 645

Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
<ul style="list-style-type: none"> • 3% 16-24 • 16% 25-34 • 25% 35-44 • 23% 45-54 • 19% 55-64 • 11% 65-74 • 3% 75+ 	<ul style="list-style-type: none"> • 3.6% 16-24 • 14.9% 25-34 • 20.2% 35-44 • 21.5% 45-54 • 25.4% 55-64 • 11.5% 65-74 • 2.9% 75+ 	<ul style="list-style-type: none"> • 17.80% 16-25 • 18.64% 26-35 • 19.92% 36-45 • 14.19% 46-55 • 16.74% 56-65 • 4.45% 66-69 • 8.26% over 70



Mobility Conditions

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Without condition	77%	78.5%	84.11%
With condition lasting over 12 months	13%	8.4%	12.08%
With condition lasting less than 12 months	1%	1.3%	1.91%
Prefer not to say	9%	11.8%	1.91%



Respondents by wards

Ward	Consultation Respondents (Urban Survey)	Consultation Respondents (Rural Survey)	Market Research Respondents
Almond	283	152	96
City Centre	157	43	22
Colinton / Fairmilehead	280	70	53
Corstorphine / Murrayfield	176	37	16
Craigtounny / Duddingston	166	42	23
Drum Brae / Gyle	219	52	14
Forth	195	34	19
Fountainbridge / Craiglockhart	188	43	12
Inverleith	221	61	21
Leith	124	25	16
Leith Walk	192	40	19
Liberton / Gilmerton	270	73	30
Morningside	265	49	22
Pentland Hills	315	201	45
Portobello / Craigmillar	182	36	17
Sighthill / Gorgie	128	30	23
Southside / Newington	252	53	24

295 respondents living outside of the City of Edinburgh completed the urban survey.

145 respondents living outside of the City of Edinburgh completed the rural survey

CDS Insights undertook targeted outreach in the rural west to ensure the sample collected was representative of Edinburgh's rural and urban population.

Page 647



Travel Behaviours of Respondents



Urban Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	3139	77.4%
Walking	2835	69.9%
Bus or Tram	2194	54.1%
Bicycle	1172	28.9%
Car / Van as passenger	705	17.4%
Taxi or similar	300	7.4%
Motorcycle	119	2.9%
Other	52	1.3%
Wheelchair	21	0.5%

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Walking	315	66.74%
Bus / Tram	296	62.71%
Car / Van as driver	239	50.64%
Car / Van as passenger	109	23.09%
Bicycle	46	9.75%
Taxi or similar	37	7.84%
Motorcycle	10	2.12%
Wheelchair or mobility scooter	3	0.64%
Other (please specify)	2	0.42%

Page 649



Rural Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	1035	84.8%
Walking	356	29.2%
Bicycle	353	28.9%
Car / Van as Passenger	312	25.6%
Bus / Tram	258	21.1%
Motorcycle	82	6.7%
Taxi	57	4.6%
Wheelchair	4	0.3%

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car/van (as driver)	267	56.57%
Bus / Tram	160	33.90%
Car/van (as passenger)	146	30.93%
Walking	109	23.09%
Bicycle	37	7.84%
Taxi	18	3.81%
Motorcycle	7	1.48%
Wheelchair	3	0.64%



References



References

1. National Records of Scotland (2022), *City of Edinburgh Council Area Profile*, Available at: [City of Edinburgh Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/city-of-edinburgh-council-area-profile)
2. Edinburgh Council (2013) *2011 Census Results - Release 2A September 2013 - Health Data*





Appendix - more detailed analysis by gender, age etc

Appendix A: Attitudes towards the 20 mph proposals by gender.



Statement (% of statement respondents by gender)	Public Consultation				Market Research			
	Male	Female	Prefer not to say	Other	Male	Female	Prefer not to say	Other
GENDER:								
We shouldn't be increasing the number of streets with a 20mph limit at all	58.50%	54.14%	73.03%	50.00%	35.57%	29.21%	14.29%	0.00%
There should be some new 20mph streets added but not this many.	7.99%	9.07%	8.71%	3.85%	21.65%	30.34%	42.86%	25.00%
The proposal is about right.	6.33%	7.79%	0.83%	7.69%	23.20%	27.34%	28.57%	25.00%
The proposal should go a bit further with a 20mph limit for some more streets.	4.72%	4.64%	0.00%	15.38%	6.19%	3.37%	0.00%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5.52%	5.71%	3.32%	3.85%	2.58%	3.00%	0.00%	0.00%
We should extend 20mph to all roads within the whole built-up area.	13.64%	15.64%	7.05%	15.38%	8.25%	4.12%	0.00%	50.00%
None of these statements represent my view	3.31%	3.00%	7.05%	3.85%	2.58%	2.62%	14.29%	0.00%

Page 65 of 74



Appendix B: Attitudes towards the 20 mph proposals by gender (Chi Square Output)



Page 655

PUBLIC CONSULTATION	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	1377	758
There should be some new 20mph streets added but not this many.	188	127
The proposal is about right.	149	109
The proposal should go a bit further with a 20mph limit for some more streets.	111	65
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	130	80
We should extend 20mph to all roads within the whole built-up area.	321	219
None of these statements represent my view	78	42
Chi Square Test returned no statistical significance (p=0.139731) for male/female difference		
$X^2=9.659759$; $df=6$.		

MARKET RESEARCH	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	69	78
There should be some new 20mph streets added but not this many.	42	81
The proposal is about right.	45	73
The proposal should go a bit further with a 20mph limit for some more streets.	12	9
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5	8
We should extend 20mph to all roads within the whole built-up area.	16	11
None of these statements represent my view	5	7
Chi Square Test returned limited statistical significance (p=0.0999) for male/female difference		
$X^2=10.648$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the 20mph proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Neither test found clear evidence of a significant relationship between attitudes to the proposals and gender**, though the result for Market research did return limited significant (at the 10% level).

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=4,050]; Females [n=1,400]; Males [n=2,354], Other gender identity [n=26], Prefer not to say [241]; no response [n=29].

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=472]; Females=267; Males =194, Other gender identity=4, Prefer not to say=7.



Appendix C: Attitudes towards the 20 mph proposals by age.

Page 656

Statement (% of statement respondents by age)	Public Consultation							Market Research							
	AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	16-24	25-34	35-44	45-54	55-64	65-69	70+
We shouldn't be increasing the number of streets with a 20mph limit at all		63.50%	61.51%	54.52%	56.93%	60.94%	56.79%	43.40%	32.14%	23.86%	31.91%	28.36%	34.18%	23.81%	48.72%
There should be some new 20mph streets added but not this many.		9.49%	5.71%	6.23%	8.02%	8.98%	11.52%	16.98%	25.00%	36.36%	31.91%	17.91%	30.38%	19.05%	10.26%
The proposal is about right.		5.11%	5.71%	6.58%	7.10%	5.95%	6.79%	10.69%	33.33%	22.73%	23.40%	29.85%	17.72%	33.33%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.		8.03%	3.70%	5.05%	4.58%	3.48%	4.73%	5.66%	1.19%	6.82%	4.26%	4.48%	2.53%	9.52%	7.69%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.		2.19%	5.88%	6.58%	4.93%	4.94%	5.97%	5.66%	4.76%	3.41%	1.06%	2.99%	2.53%	0.00%	2.56%
We should extend 20mph to all roads within the whole built-up area.		10.95%	15.29%	18.21%	14.89%	11.34%	9.88%	12.58%	1.19%	3.41%	6.38%	14.93%	8.86%	4.76%	2.56%
None of these statements represent my view		0.73%	2.18%	2.82%	3.55%	4.38%	4.32%	5.03%	2.38%	3.41%	1.06%	1.49%	3.80%	9.52%	2.56%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size =4,050]; over 16=595; over 25=851; over 35=873; over 45=891; over 55=486; over 65=159; over 75=3.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=472]; 16-25=84, 26-25 [n=88], 36-45 [n=94], 46-55 [n=67], 56-65 [n=79], 66-69 [n = 21], 70+ [n=39].



Appendix D: Attitudes towards the 20 mph proposals by mobility condition.



Page 657

Statement (% of statement respondents by mobility)	Public Consultation				Market Research			
	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
MOBILITY CONDITION:								
We shouldn't be increasing the number of streets with a 20mph limit at all	55.05%	64.24%	50.00%	73.85%	31.49%	33.33%	33.33%	11.11%
There should be some new 20mph streets added but not this many.	8.18%	8.71%	8.06%	8.47%	27.96%	22.81%	11.11%	22.22%
The proposal is about right.	7.31%	4.94%	8.06%	1.94%	26.45%	19.30%	22.22%	33.33%
The proposal should go a bit further with a 20mph limit for some more streets.	4.97%	3.06%	4.84%	2.18%	3.78%	7.02%	22.22%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	6.03%	3.53%	11.29%	1.69%	2.52%	3.51%	0.00%	11.11%
We should extend 20mph to all roads within the whole built-up area.	15.61%	10.35%	14.52%	5.81%	6.05%	5.26%	0.00%	22.22%
None of these statements represent my view	2.85%	5.18%	3.23%	6.05%	1.76%	8.77%	11.11%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=4,050]; No mobility condition=3,119, prefer not to say=413, mobility condition lasting or expecting to last 12 months or more=425, mobility condition lasting or expecting to last between 1-12 months=62.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. Total sample size=472; No mobility condition=397, prefer not to say=9, mobility condition lasting or expecting to last 12 months or more=57, mobility condition lasting or expecting to last between 1-12 months=9.



Appendix E: Attitudes towards the 20 mph proposals by means of transport.



Page 658

Statement (Select up to 3 modes of transport)	Public Consultation								Market Research							
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
We shouldn't be increasing the numbers of streets with a 20mph limit at all	66.87%	62.36%	31.66%	51.02%	51.16%	84.87%	68.00%	42.86%	38.49%	33.94%	36.96%	28.89%	27.03%	30.00%	10.81%	0.00%
There should be some new 20mph streets added but not this many.	9.31%	7.95%	6.40%	8.40%	9.35%	3.36%	7.00%	19.05%	28.45%	34.86%	8.70%	26.67%	29.39%	20.00%	24.32%	33.33%
The proposal is about right.	5.52%	5.40%	10.75%	7.94%	7.52%	0.84%	4.67%	0.00%	22.18%	18.35%	28.26%	26.35%	26.01%	30.00%	27.03%	0.00%
The proposal should go a bit further with a 20mph limit for some more streets.	3.22%	3.55%	7.51%	5.05%	5.43%	1.68%	2.67%	0.00%	3.35%	4.59%	8.70%	4.44%	4.39%	20.00%	10.81%	33.33%
The proposal needs to go much further a lot more of the road network within the built -up area should have a 20mph limit.	3.70%	5.68%	11.52%	6.67%	6.38%	0.00%	4.67%	4.76%	0.84%	0.92%	6.52%	2.54%	3.04%	0.00%	5.41%	33.33%
We should extend 20mph to all roads within the whole built-up area.	7.59%	11.51%	29.18%	17.54%	16.92%	2.52%	9.33%	28.57%	3.77%	5.50%	10.87%	8.25%	7.43%	0.00%	18.92%	0.00%
None of these statements represent my view	3.79%	3.55%	2.99%	3.39%	3.24%	6.72%	3.67%	4.76%	2.93%	1.83%	0.00%	2.86%	2.70%	0.00%	2.70%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



Appendix F: Attitudes towards the rural roads proposals by gender



Statement (% of statement respondents by gender)	Public Consultation			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	52.09%	40.56%	61.54%	100.00%
Some limits need to reduce but the proposals go too far	16.45%	21.41%	24.36%	0.00%
The proposal is about right.	11.75%	18.87%	2.56%	0.00%
The proposal is good but it should go a bit further	7.83%	5.63%	1.28%	0.00%
The proposal is good but it should go a lot further	9.92%	11.55%	6.41%	0.00%
None of these statements represent my view	1.96%	1.97%	3.85%	0.00%

Statement (% of statement respondents by gender)	Market Research			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	22.68%	11.99%	0.00%	0.00%
Some limits need to reduce but the proposals go too far	19.07%	25.09%	57.14%	25.00%
Some limits are needed to reduce speeds on some roads but proposals go too far	7.73%	5.62%	14.29%	0.00%
The proposal is about right.	31.96%	47.94%	28.57%	50.00%
The proposal is good but it should go a bit further	10.82%	4.87%	0.00%	0.00%
The proposal is good but it should go a lot further	5.67%	1.87%	0.00%	25.00%
None of these statements represent my view	2.06%	2.62%	0.00%	0.00%

Page 699





Appendix G: Attitudes towards the rural roads proposals by gender (Chi Square Output)

Page 660

PUBLIC CONSULTATION	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	399	144
Some limits need to reduce but the proposals go too far	126	76
The proposal is about right.	90	67
The proposal is good but it should go a bit further	60	20
The proposal is good but it should go a lot further	76	41
None of these statements represent my view	15	7
Chi Square Test returned statistical significance (p=0.001052), indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=20.39736$		

MARKET RESEARCH	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	44	32
Some limits need to reduce but the proposals go too far	37	67
Some limits are needed to reduce speeds on some roads but proposals go too far	15	15
The proposal is about right.	62	128
The proposal is good but it should go a bit further	21	13
The proposal is good but it should go a lot further	11	5
None of these statements represent my view	7	4
Chi Square Test returned statistical significance (p=0.000114) indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=27.55677$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the rural proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Both tests found a significant relationship between attitudes to the proposals and gender.**



Appendix H: Attitudes towards the rural proposals by age

Statement (% of statement respondents by age)								
	Public Consultation							
AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	69.77%	57.06%	47.92%	49.80%	49.17%	43.70%	23.53%	
Some limits need to reduce but the proposals go too far	16.28%	12.99%	16.67%	17.25%	21.12%	18.52%	35.29%	
The proposal is about right.	4.65%	13.56%	11.67%	13.73%	13.20%	16.30%	14.71%	
The proposal is good but it should go a bit further	2.33%	6.78%	8.75%	5.88%	5.28%	8.15%	8.82%	
The proposal is good but it should go a lot further	6.98%	7.91%	12.08%	11.37%	9.24%	11.85%	11.76%	
None of these statements represent my view	0.00%	1.69%	2.92%	1.96%	1.98%	1.48%	5.88%	

Statement (% of statement respondents by age)								
	Market Research							
AGE:	16-25	26-35	36-45	46-55	56-65	66-69	70+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	10.71%	14.77%	23.40%	16.42%	20.25%	9.52%	7.69%	
Some limits need to reduce but the proposals go too far	22.62%	26.14%	26.60%	19.40%	18.99%	9.52%	30.77%	
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.14%	3.41%	5.32%	11.94%	7.59%	4.76%	5.13%	
The proposal is about right.	51.19%	42.05%	30.85%	37.31%	40.51%	52.38%	43.59%	
The proposal is good but it should go a bit further	7.14%	7.95%	7.45%	8.96%	6.33%	4.76%	5.13%	
The proposal is good but it should go a lot further	1.19%	3.41%	3.19%	5.97%	5.06%	4.76%	2.56%	
None of these statements represent my view	0.00%	2.27%	3.19%	0.00%	1.27%	14.29%	5.13%	



Appendix I: Attitudes towards the rural road proposals by mobility condition.



Page 662

Statement (% of statement respondents by gender)	Public Consultation			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	46.20%	57.43%	37.50%	66.43%
Some limits need to reduce but the proposals go too far	18.14%	20.79%	6.25%	19.58%
The proposal is about right.	15.40%	7.92%	6.25%	2.80%
The proposal is good but it should go a bit further	7.70%	1.98%	18.75%	2.10%
The proposal is good but it should go a lot further	11.08%	8.91%	25.00%	4.20%
None of these statements represent my view	1.48%	2.97%	6.25%	4.90%

Statement (% of statement respondents by gender)	Market Research			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	16.37%	17.54%	11.11%	0.00%
Some limits need to reduce but the proposals go too far	21.66%	29.82%	33.33%	33.33%
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.05%	3.51%	11.11%	0.00%
The proposal is about right.	42.82%	28.07%	33.33%	55.56%
The proposal is good but it should go a bit further	6.55%	14.04%	0.00%	0.00%
The proposal is good but it should go a lot further	3.27%	3.51%	11.11%	11.11%
None of these statements represent my view	2.27%	3.51%	0.00%	0.00%

Source: Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. *Total sample size=1,217; No mobility condition [n=948], prefer not to say [n=143], mobility condition lasting or expecting to last 12 months or more [n=101], mobility condition lasting or expecting to last between 1-12 months [n=16].* Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. *Total sample size=472; No mobility condition [n=397], prefer not to say [n=9], mobility condition lasting or expecting to last 12 months or more [n=57], mobility condition lasting or expecting to last between 1-12 months [n=9].*



Appendix J: Attitudes towards the rural proposal by modes of transport



Statement	Consultation								Market Research								
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Statement	Car/van (as driver)	Car/van (as passenger)	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	54.60%	49.04%	29.75%	34.65%	37.98%	71.95%	56.14%	75.00%	I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	19.85%	16.44%	24.32%	19.27%	10.00%	28.57%	5.56%	0.00%
Some limits need to reduce but the proposals go too far	19.46%	20.19%	11.61%	17.75%	15.89%	18.29%	22.81%	0.00%	Some limits are needed to reduce speeds on some roads but the proposals go too far	8.24%	3.42%	5.41%	2.75%	4.38%	14.29%	0.00%	0.00%
The proposal is about right	12.00%	11.86%	20.96%	15.49%	14.34%	3.66%	5.26%	0.00%	Some limits need to reduce but the proposals go too far	25.84%	27.40%	13.51%	19.27%	20.00%	14.29%	27.78%	33.33%
The proposal is good but it should go a bit further	5.52%	7.05%	15.86%	10.14%	11.63%	1.22%	3.51%	0.00%	The proposal is about right	37.83%	40.41%	29.73%	38.53%	48.75%	28.57%	38.89%	0.00%
The proposal is good but it should go a lot further	6.58%	8.33%	21.25%	18.31%	16.67%	2.44%	8.77%	25.00%	The proposal is good but it should go a bit further	4.12%	6.85%	21.62%	11.93%	10.00%	14.29%	11.11%	66.67%
None of these statements represent my perspective	1.84%	3.53%	0.57%	3.66%	3.49%	2.44%	3.51%	0.00%	The proposal is good but it should go a lot further	3.00%	2.74%	2.70%	6.42%	4.38%	0.00%	11.11%	0.00%
									None of these statements represent my perspective	1.12%	2.74%	2.70%	1.83%	2.50%	0.00%	5.56%	0.00%

Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. Respondents returned 4,037 entries. This response shows the breakdown of statement proportionate to each mode. For example, 54.60% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be reducing the limit on any roads with a speed limit above 40mph.

Appendix K: Attitudes towards the rural roads proposals by modes of transport. (Chi Square Output)



The statistical Chi Square test was used to look for a significant relationship between attitudes to the 20mph and rural proposals between preferred modes of transport. This test was used for the public consultation survey data and for the market research data.

The test indicates there is a significant relationship between preferred modes of transport and attitudes towards the proposals. This finding was recorded in both the market research and public consultation data. The nature of a Chi Square test means that it does not tell us which way the relationship goes, for example, it cannot suggest that, 'people who walk are more likely to support the proposals'.

Attitudes towards the proposals by mode of transport	Public Consultation	Market Research
Urban Proposals	<p><i>So significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 779.54$ $df = 42$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.000715$ $\chi^2 = 77.41758$ $df = 42$</p>
Rural Proposals	<p><i>Significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 242.298902$ $df = 35$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.007467$ $\chi^2 = 67.545$ $df = 42$</p>

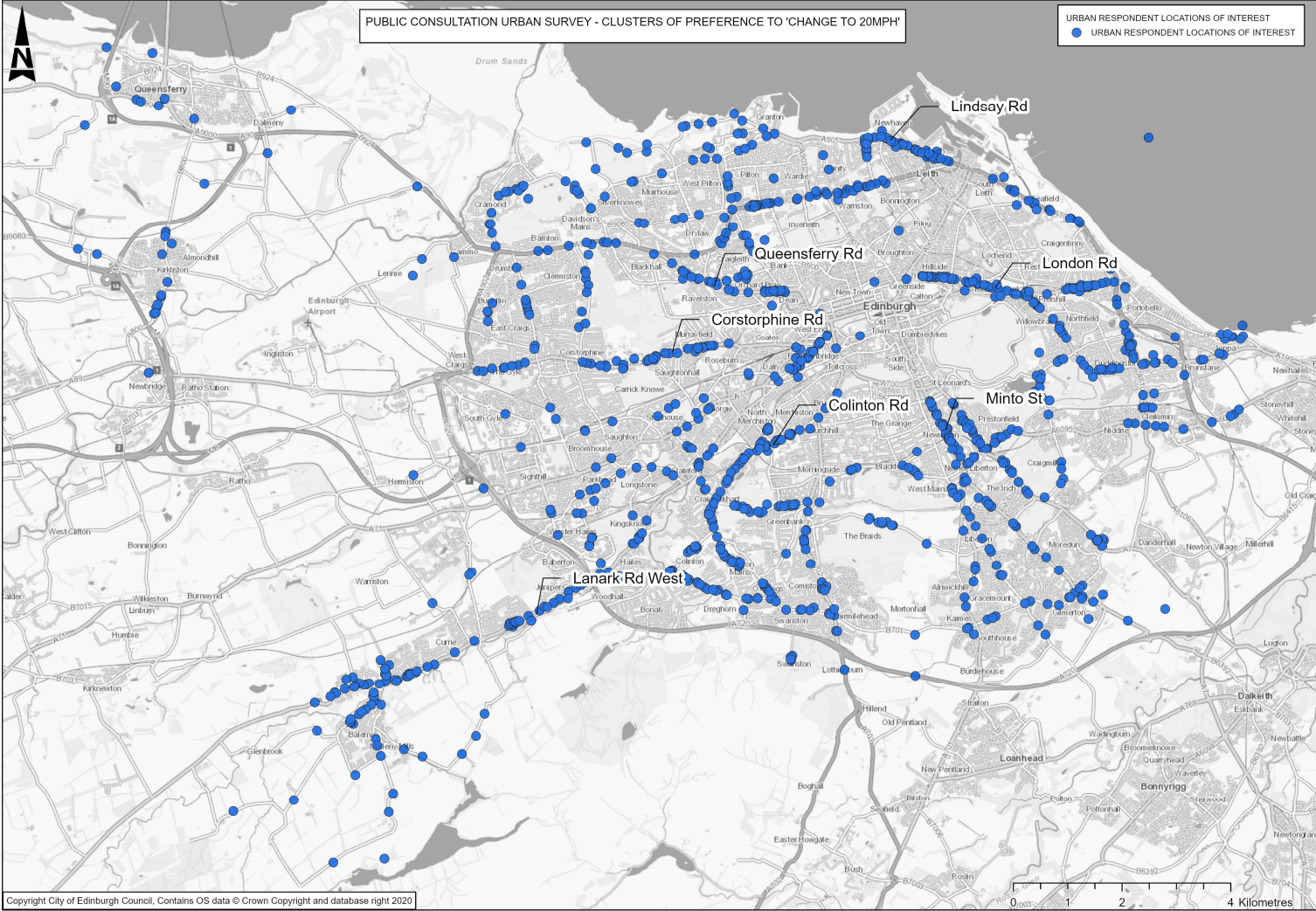
Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



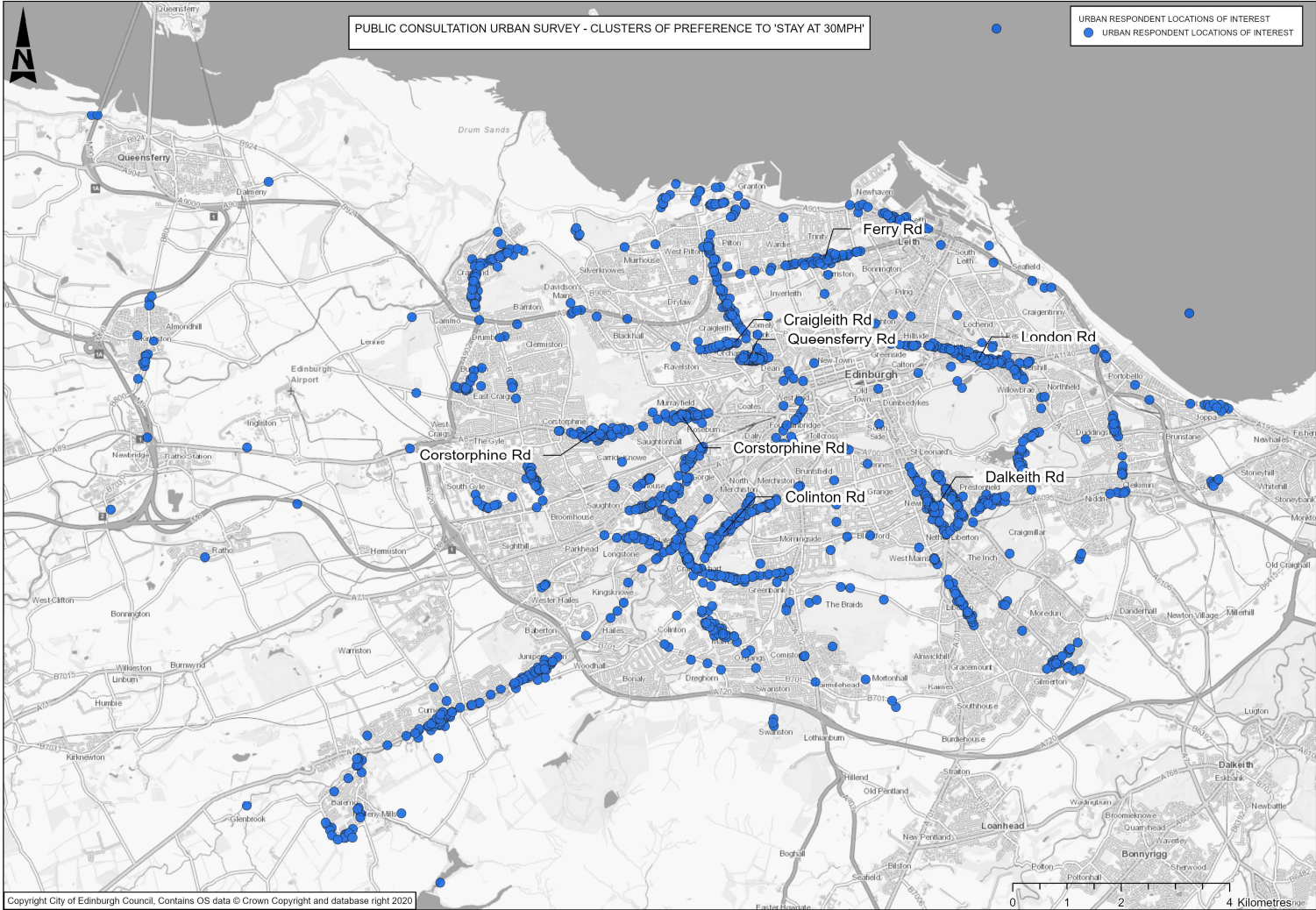
Appendix L: Map showing preference to change to 20mph (Urban Public Consultation)

Page 665

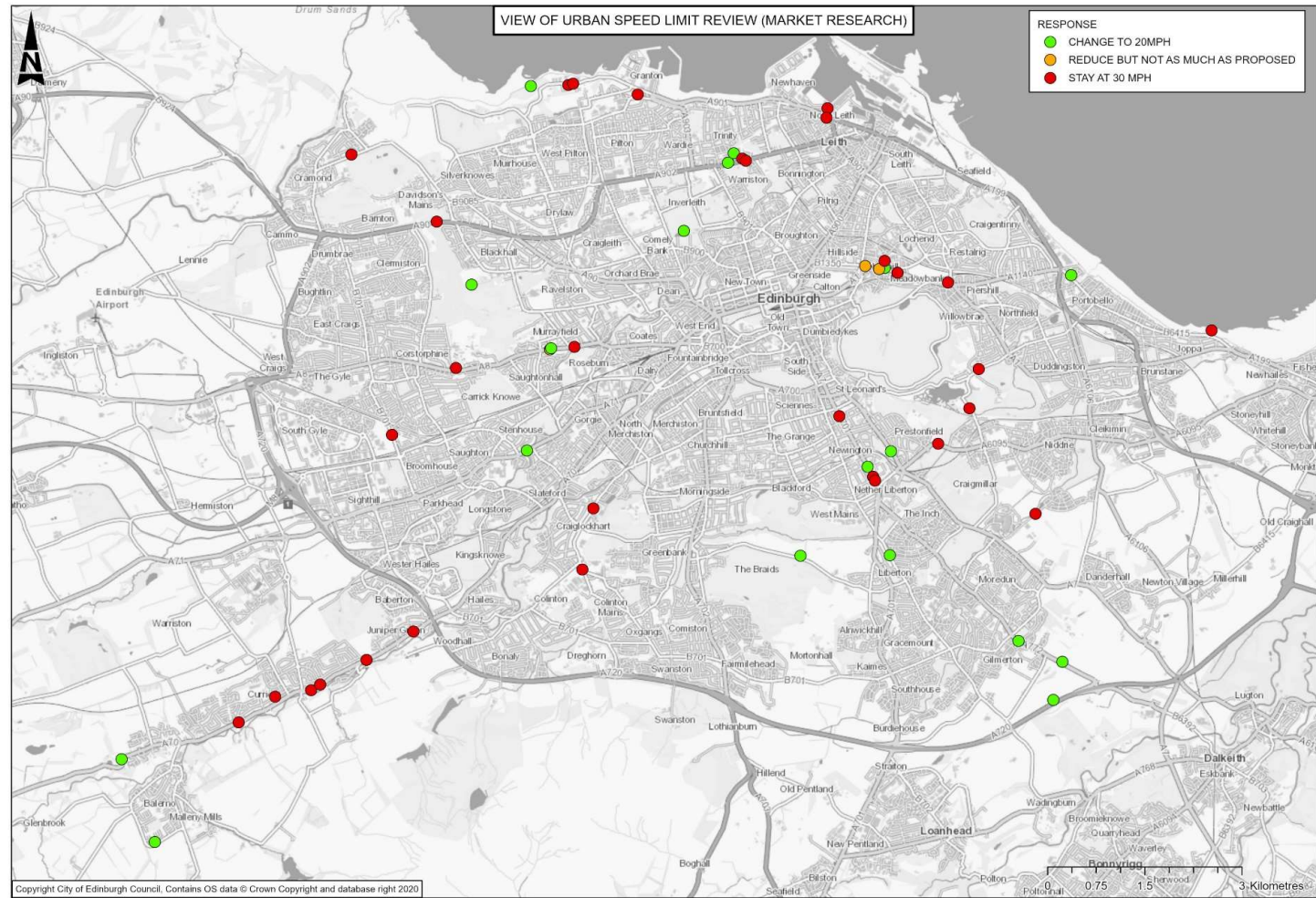


Appendix M: Map showing preference to stay at 30mph (Urban Public Consultation)

Page 666

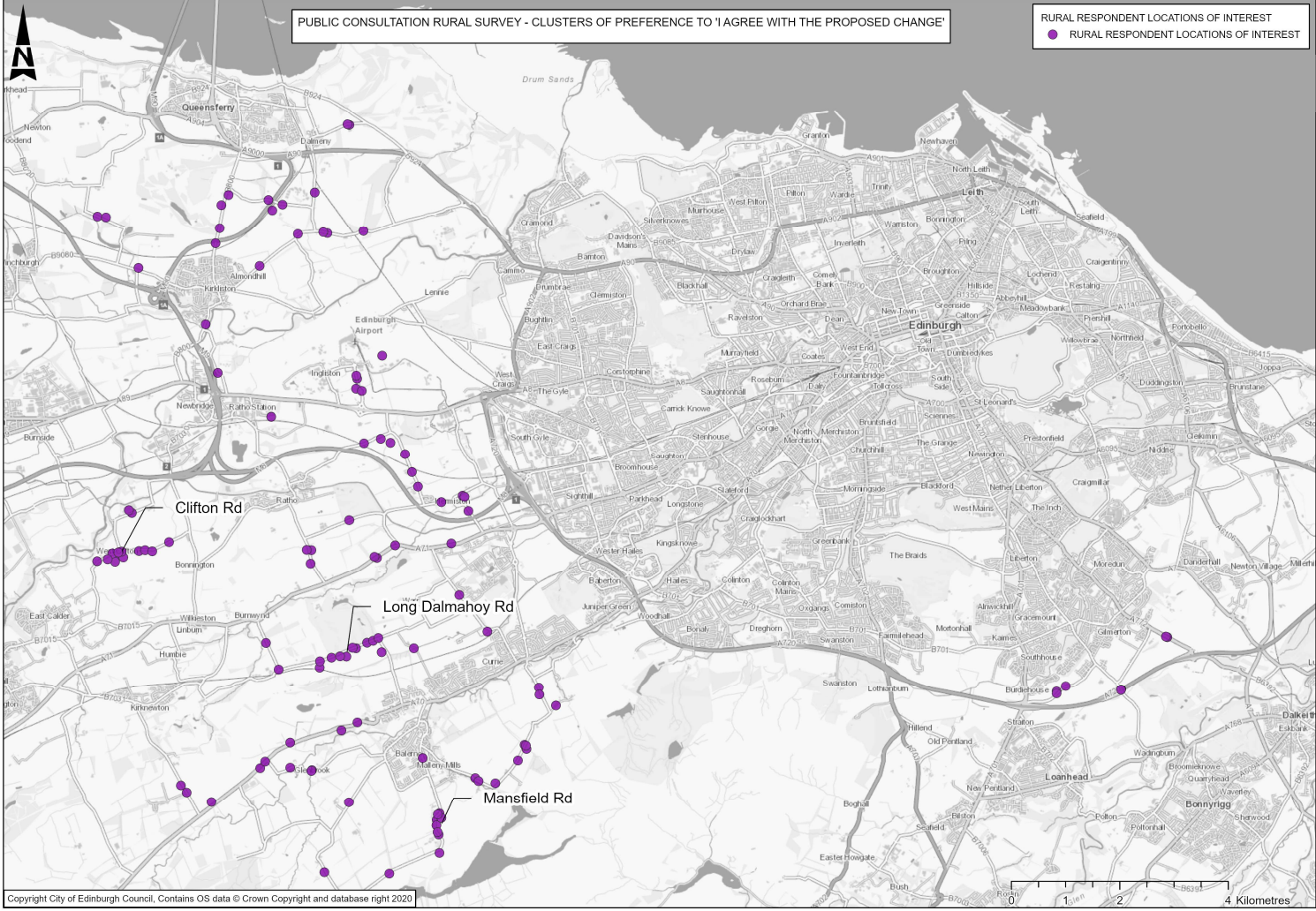


Appendix N: Map showing feedback on the 20mph proposals (Market Research Survey)



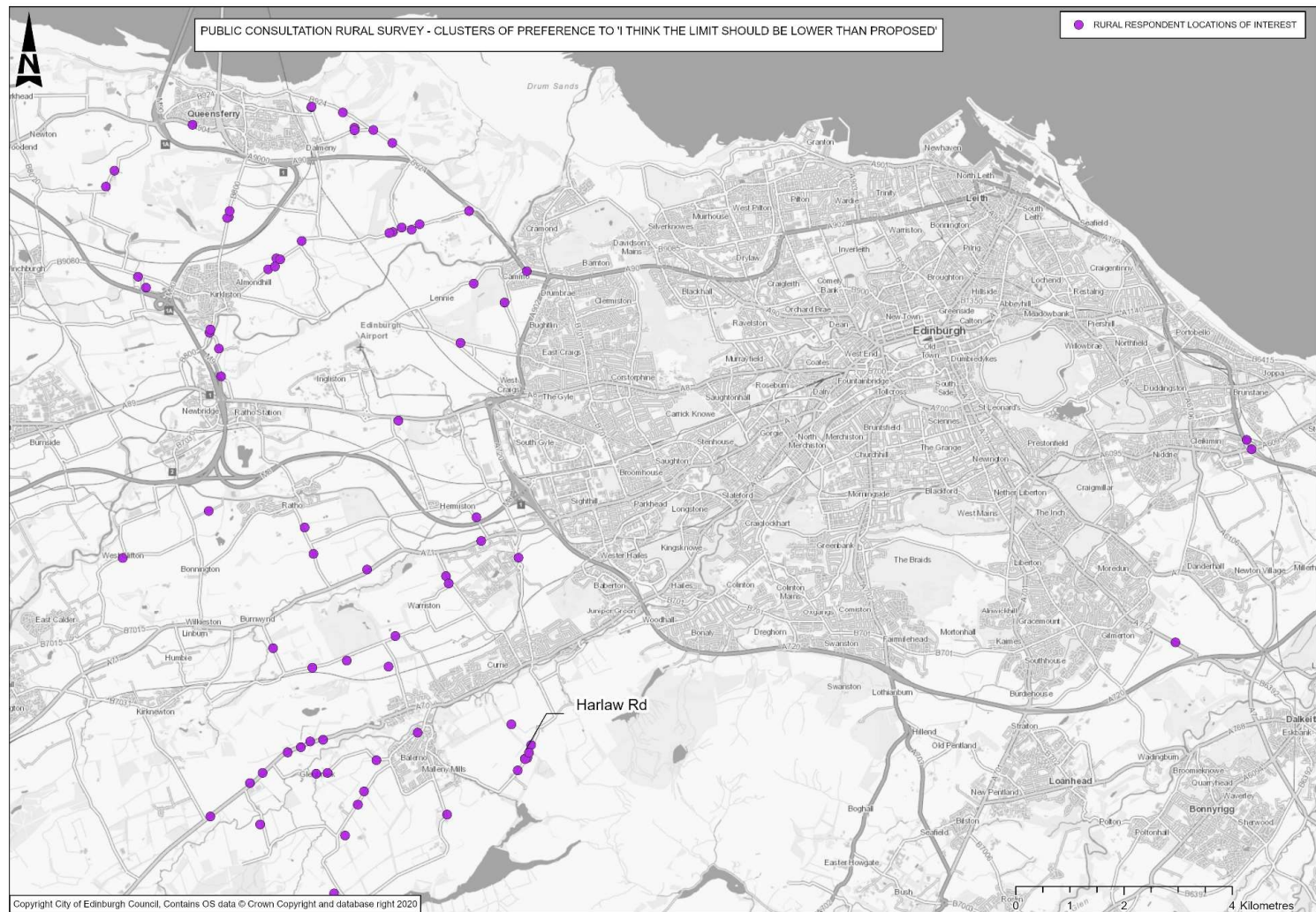
Appendix O: Map showing responses 'I agree with the proposed change' (Rural Public Consultation)

Page 668



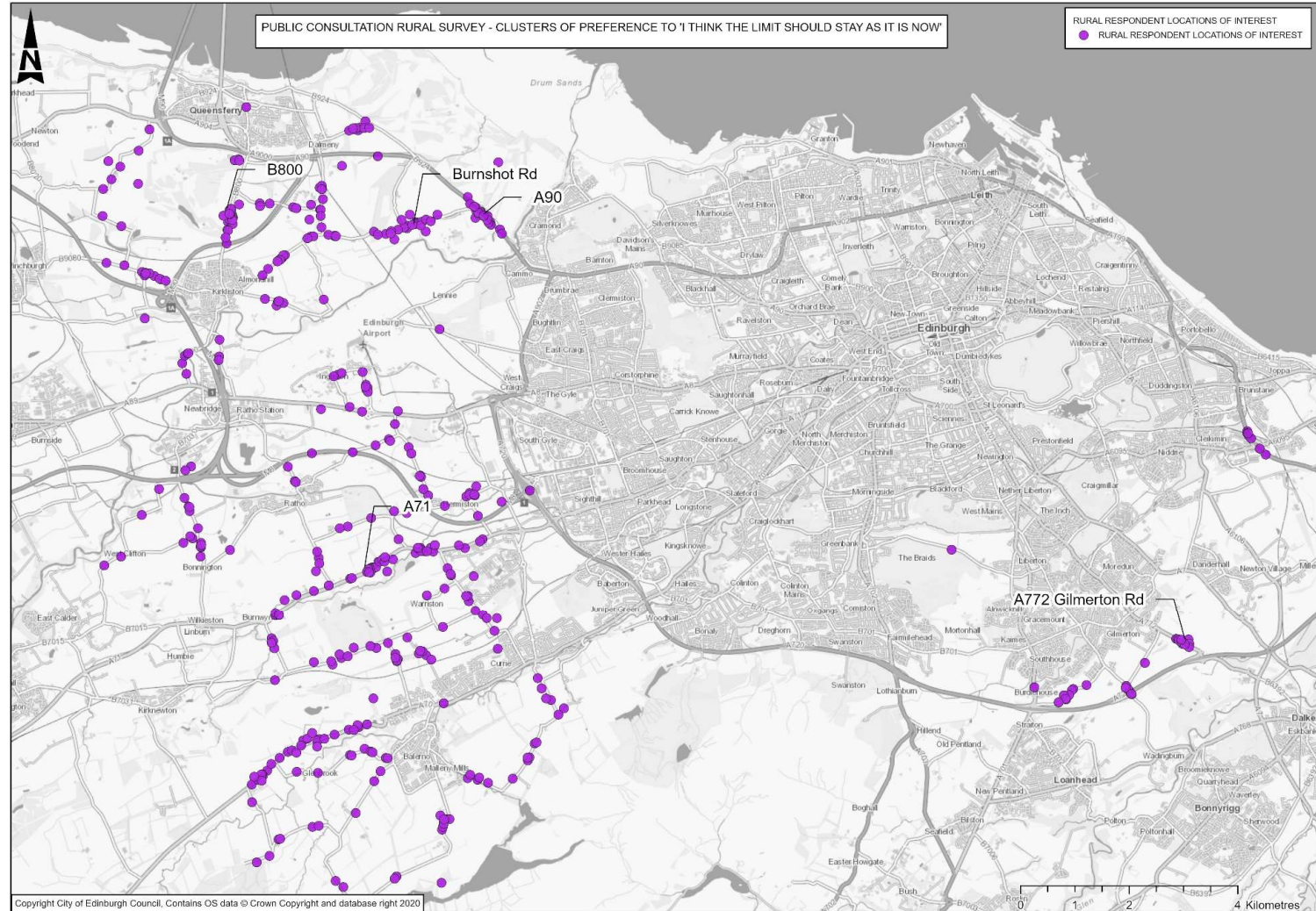
Appendix P: Map showing responses 'I think the limit should be lower than proposed' (Rural Public Consultation)

Page 669



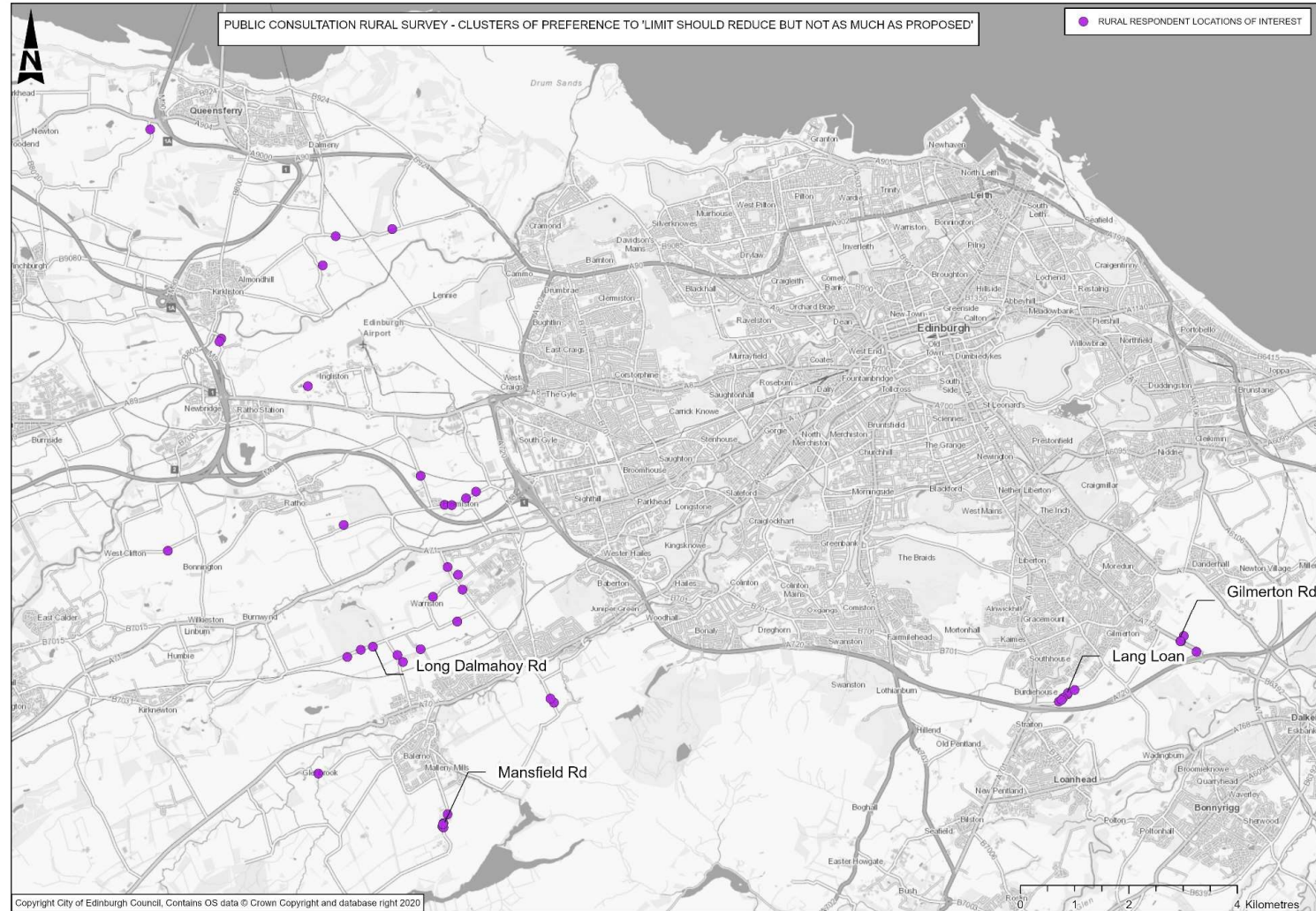
Appendix Q: Map showing responses 'I think the limit should stay as it is now' (Rural Public Consultation)

Page 670



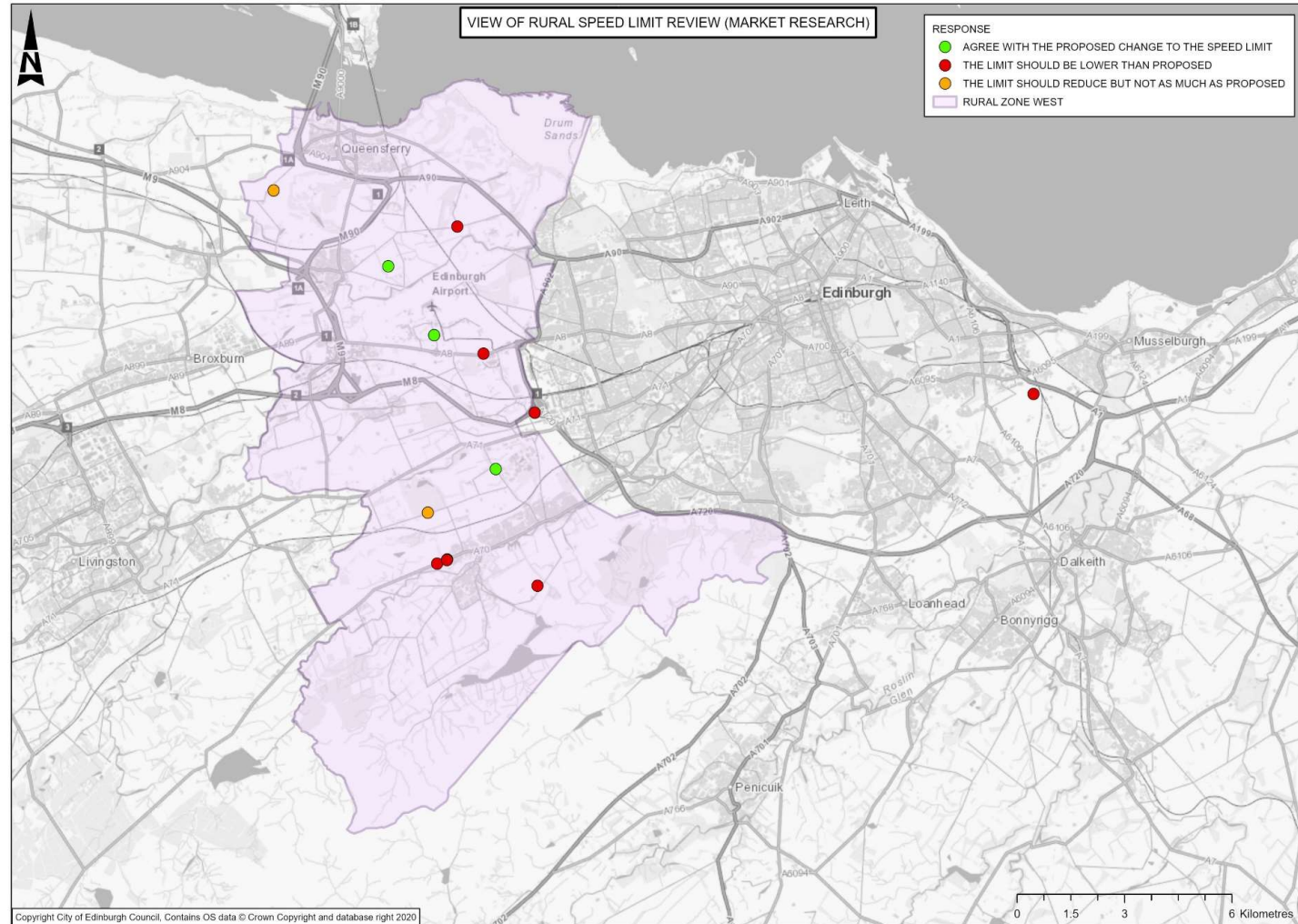
Appendix R: Map showing responses 'Limit should reduce but not as much as proposed' (Rural Public Consultation)

Page 671



Appendix S: Map showing feedback on the rural roads (Market Research Survey)

Page 672



Appendix 2: 20mph Streets – Prestonfield School Session – Pupils’ Comments and Suggestions

Results of an engagement session held with 6 Primary 6 pupils

Place – Space

- More infrastructure to encourage car drivers to slow down e.g.: speed bumps, speed cameras and more prominent signage
- Cut back vegetation that could be covering speed limit signs so they are visible to drivers
- Smoother surfacing with gentle gradients on footpaths to make it easier for wheelchairs, buggies and cyclists
- Separate lanes for wheelchair users and people with buggies
- Separate lanes for people using guide dogs
- More cycle lanes and separate lanes for electric scooters to separate them from both cars and pedestrians
- Fewer roads and a wider network of footpaths to make it easier for pedestrians to get from A to B
- More traffic lights and pedestrian crossings to make it easier to cross busy roads
- Ban cars from streets around schools

20mph Streets – Benefits / Ideas

- 20mph streets are safer for pedestrians as cars are able to stop quicker if someone is using a pedestrian crossing or steps out into the road
- Safer for wheelchair users / elderly people / blind people as they may take longer to cross the road
- “20mph streets are a good idea as there will be fewer accidents and driver mistakes, and this will encourage me to walk”
- Encouraging people to walk, cycle or take the bus / tram will be better for the environment and these options produce less CO2
- Lower speed limits will make newer drivers feel more confident
- Lollipop people could have the 20mph speed limit displayed on their signs

20mph Streets – Negatives

- Could increase journey times if speed limits are lowered
- People can just ignore the lower speed limit and continue to drive too fast
 - “Everybody on our street goes fast even though it is 20mph already”
- Could increase driver frustration and lead to more mistakes or road rage

Ideas for Reducing Car Usage

- Day tickets for taxis
- Cheaper bus tickets
- More elderly seats and wheelchair / buggy spaces on buses as currently only one buggy fits, and any more have to wait for another bus (could be cold / raining)
- Car seats on buses for small children
- Encourage delivery drivers to cycle instead of using cars / vans



Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Speed Limits Review: Rural Roads

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Committee notes:
 - 1.1.1 The findings from the Rural Roads Speed Limits consultation; and
 - 1.1.2 That a final implementation plan will be presented to Committee alongside the first review of the City Mobility Plan and Action Plans in February 2024.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Speed Limits Review: Rural Roads

2. Executive Summary

- 2.1 This report presents a summary of the outcome of the consultation on introducing slower speed limits on rural roads. The consultation was undertaken between November 2022 and February 2023.

3. Background

- 3.1 Lower speed limits support the aims of the [City Mobility Plan](#) by improving the way residents and visitors can move about and enjoy the city.
- 3.2 The proposals included in the Speed Limit Review fit with wider Council policies around Active Travel, the Vision Zero approach to road safety and achieving the Council's ambition to be net zero by 2030.
- 3.3 In general, [rural roads present a greater risk to users](#) than urban roads, with a relatively high proportion of fatal and serious collisions occurring on them. There is a fundamental link between the speed at which crashes take place and the likelihood of injury or death.
- 3.4 High traffic speeds, particularly on rural roads with no footway, also create a very intimidating environment for walking and cycling. Most rural roads in Edinburgh still have the default 60mph national speed limit, including many narrow country lanes that are totally unsuitable for such speeds.
- 3.5 At its 18 August 2022 meeting (reconvened on 1 September 2022), Committee [approved](#) taking forward a joint 20mph and rural speed limit consultation. This report focuses on the findings from the rural speed limit consultation which ran between November 2022 and February 2023.
- 3.6 At the close of the consultation, the rural roads survey received 1,220 responses.

4. Main report

- 4.1 In preparation for the consultation, the speed limits on all non-trunk roads in Edinburgh were considered. For clarity, this included all rural roads near Currie, Balerno, Ratho, Queensferry and Kirkliston. Other roads outside the city bypass, near the airport and in the industrial area of Newbridge, with a speed limit of 40mph or more, were also reviewed.

4.2 To achieve an outcome that addressed both safety and helping people use rural roads to walk and cycle, the following structured approach to proposed speed limits was taken:

- A 40mph limit on the majority of roads with two lanes, with 50mph proposed on limited very rural stretches (e.g. A70 west of Balerno);
- A 30mph limit on narrower two-lane roads, on tight bends, and on most country lanes;
- A 20mph limit for groups of houses in rural areas, with a 30mph 'buffer' either side and 'Gateway' features (such as signs and road markings) to remind drivers to reduce their speed; and
- A 20mph limit on country lanes where there are higher levels of walking, cycling and horse riding (especially some lanes south of Currie and Balerno).

4.3 Appendix 1 provides some examples of types of road and proposed speed limits.

Rural roads speed limit review findings

4.4 As shown in Table 1 below, the most common response to the first question about current rural speed limits was that they are 'about right'. However more respondents felt they are too fast than too slow.

Table 1: In general, what do you think about the current speed limits on the rural around Edinburgh?

	Public Consultation	Market Research
Far too fast	21%	6%
Slightly too fast	11%	23%
About right	48%	61%
Slightly too slow	13%	7%
Far too slow	7%	3%

4.5 Table 2 shows that there was considerable divergence between the results from the public consultation and those from the market research, with the market research indicating far more positive attitudes to the proposals than the consultation.

Table 2: Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?

	Consultation	Market Research
I completely disagree, we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	50%	16%
Some limits need to reduce but the proposals go too far	18%	30%
The proposal is about right	13%	41%
The proposal is good, but it should go a bit further	7%	7%
The proposal is good, but it should go a lot further	10%	4%

- 4.6 There were some notable demographic factors that may have influenced the results, with more than twice as many male than female respondents to the rural public consultation. In general, male respondents were less likely to agree with the proposals (31% vs 38% of female respondents for the consultation, and 51% of male vs 57% of female respondents for the market research).
- 4.7 Compared to market research respondents, consultation respondents were much more likely to drive (85% vs 57%), cycle (29% vs 8%) or ride a motorcycle (7% vs 1.5%) and were much less likely to use the bus (21% vs 34%).
- 4.8 Respondents who said they regularly walked or cycled were far more likely to support the proposals than those who said they regularly drove (see detailed market research report appendices J and K).
- 4.9 Consultation respondents who lived in the Rural West area were more likely to support some change to rural speed limits (55%) compared to those across the whole city (48%), whilst for market research responses there was minimal difference in support between the two areas (81% for rural west residents' vs 82% across the whole city).
- 4.10 Respondents were able to select multiple impacts associated with implementing slower speed limits on rural roads. Lack of compliance was perceived to be the largest impact in both the public (68%) and market research (58%). Respondents to the public consultation (57%) considered the impact on journey times to be greater than in the market research (32%). The impact on safer conditions for walking, wheeling and cycling was considered to be slightly higher in the market research consultation (38 %) than in the public consultation (33%).
- 4.11 Only a small number of respondents suggested additional roads that should be included in the proposals with the A90, B7031 and New Liston Road receiving the highest number of comments.

Feedback from stakeholder organisations

- 4.12 Lothian Buses expressed no current objections to the rural road proposals.
- 4.13 Spokes and Living Streets commented that they are strongly supportive of the proposal to introduce lower speed limits on rural roads as this will improve road safety and will particularly benefit those using active travel.

Gateways

- 4.14 On the introduction of Gateways to emphasise the start of lower speed limits at the edge of small rural settlements, overall, there was general support for the introduction of Gateways, but opposition was much higher (46%) in the public consultation than in the market research (19%).

5. Next Steps

- 5.1 The funding and resource requirements to support the design, engagement and implementation of any changes need to be quantified. It is therefore proposed to report to Committee in February 2024 on the proposed approach.
- 5.2 This report will include details on costs and timescales and how the Council would proceed with the formal consultation as part of the Traffic Regulation Order process.

6. Financial impact

- 6.1 This report has no direct financial impacts. Details of the finalised plans and implication costs will be presented to Committee in February 2024 for consideration and approval. The finalisation of the plans will be undertaken alongside the City Mobility Plan's first review, which will also be presented to Committee in February 2024.

7. Equality and Poverty Impact

- 7.1 Edinburgh's streets and rural roads are shared by many people and types of vehicle. The Council aims to make the city's streets and rural roads safer and more pleasant for all, especially the most vulnerable users; those on foot, on bikes or, particularly on rural lanes, on horseback. Higher traffic speeds can put people off walking and cycling, and accidents tend to be worse at higher speeds.
- 7.2 An Integrated Impact Assessment is underway and will be included in the report to Committee in February 2024.

8. Climate and Nature Emergency Implications

- 8.1 Slower speed limits create a safer and more pleasant environment, encouraging people to walk, wheel and cycle and enjoy spending time in the area. It is also expected that environmental and air quality benefits will be realised due to safer road conditions resulting in increased levels of walking and cycling. Reducing the number of cars on roads improves air quality and decreases congestion for those who need to travel by car, making our towns and cities healthier places for everyone.

9. Risk, policy, compliance, governance and community impact

- 9.1 The consultation approach complied with the Council's approved Consultation Policy and was designed in collaboration with the Council's Consultation Advisory Panel.
- 9.2 To capture a wide range of feedback, the consultation included surveys of residents and stakeholders (on the Council's Consultation Hub website) as well as market research.
- 9.3 The market research was carried out by independent consultants, CDS Insights, on behalf of the Council in accordance with market research industry standards. The purpose of the market research was to complement the consultation responses, which are self-selecting, by securing a statistically representative sample of the views of Edinburgh residents.

- 9.4 The results of the public online survey and the market research are summarised below and provided in detail in the report at Appendix 2. A profile of respondents by gender, age and mobility and travel behaviours of respondents is also included in the Appendix.
- 9.5 The public consultation was launched on the Council's Consultation Hub for 12 weeks, from 16 November 2022 to 8 February 2023. A wide range of activities to raise awareness of the consultation was undertaken including:
- Briefing note sent to Councillors and stakeholder organisations with details of the consultation and inviting them to share the survey through their networks;
 - Information about the consultation and link to survey shared on Council social media and website;
 - Press release issued to local media;
 - Lamp post wraps promoting the consultation installed on streets proposing a slower speed limit; and
 - Drop-in events with large maps of the proposals held at Edinburgh College (Granton Campus), Portobello and Newington Libraries.
- 9.6 The recommendation to note the findings carries no identified risks.

10. Background reading/external references

- 10.1 [City Mobility Plan](#)
- 10.2 [Active Travel Action Plan 2030](#)
- 10.3 [Road Safety Action Plan 2030](#)
- 10.4 Consultation [map](#) of the rural road speed limit proposals

11. Appendices

- 11.1 Appendix 1 – Illustrations of road tyles and proposed speed limits
- 11.2 Appendix 2 – Consultation and Market Research Report

Appendix 1 Illustrations of road types and proposed speed limits:

- a. Interurban road with minimal frontage and good visibility but not built to modern standards = 50mph



A70 West of Balerno
Note blind summit and 'concealed queues' sign



B9080 West of Kirkliston
Fairly wide but some accesses and not consistently designed to modern standards.

- b. Most 2 lane rural roads - 40mph



Dalmahoy Road
Mostly less than 6m wide. Only just wide enough for 2 cars to comfortably pass.



A71
Busy. Frequent cottages, entrances and side roads, this is Bridgend cottages.

a. Most 'country lanes' - 30mph



Long Dalmahoy Road
Often under 4m wide. Passing safely requires considerable slowing. Frequent accesses in places.
Part of National Cycle Network



Addison Farm Road
Mostly under 4m wide. Cars need to choose a safe place to pass

b. Country Lanes with higher levels of walking, cycling and horse riding, also roads through hamlets = 20mph (with 30mph buffer if adjoining road has a speed limit of 40mph or more)



Harlaw Road (south of Malleny Mills)
Connection from Balerno to Harlaw Reservoir and access to Pentlands



Mansfield Road
Connection from Balerno to Thriepmuir Reservoir and access to Pentlands



Harlaw Road at Malleny Mills



Burnshot Road - cottages 200m E of Standingstone Road

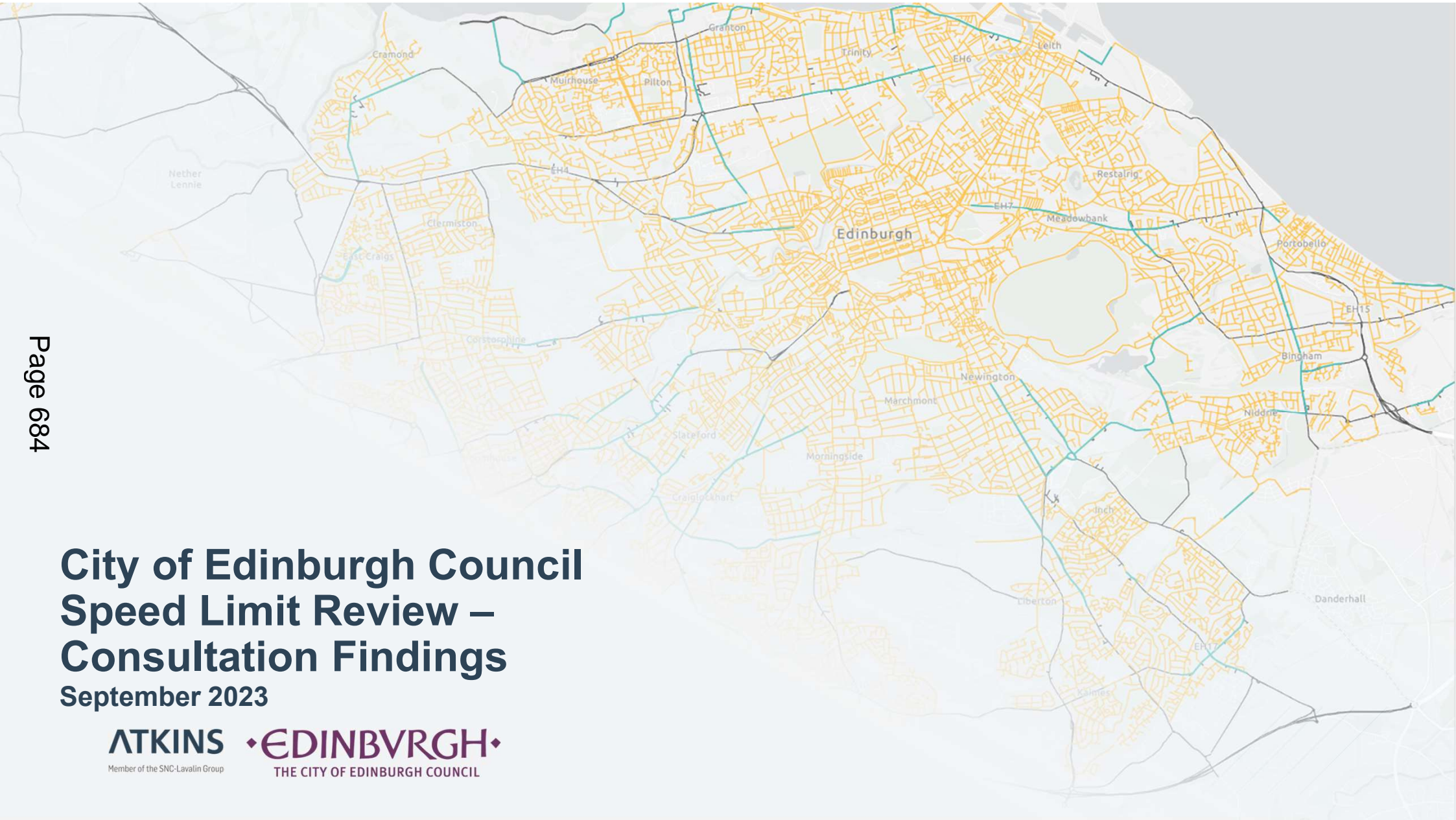
Appendix 2: Consultation and Market Research report

The report covers both 20mph and rural speed limits speed limits. The table below shows which pages cover which issues

Issue	Page(s)
Summary information on Consultation and Market Research including numbers of respondents	2
Note on representative sampling for Market Research	3
Consultation and Market Research findings - 20mph Urban Roads	5 - 15
Consultation and Market Research findings - Rural Roads 16 25	16 - 25
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	26 - 28
Profile of respondents	29 - 33
Travel Behaviours of Respondents	34 - 36
References	37 - 38
Appendix – more detailed analysis by gender, age etc	39 - 58

The report is attached as a separate document.

City of Edinburgh Council Speed Limit Review – Consultation Findings September 2023



Technical Note – Public Consultation and Market Research Surveys

Between 16 November 2022 and 8 February 2023, the City of Edinburgh Council (CEC) launched two public consultation surveys to gain feedback on their proposals to extend the 20mph network in the built-up area and review speed limits on most rural roads around Edinburgh. The survey was open to adults aged 16+ living, working and travelling in and around Edinburgh and hosted via the CEC [Public Consultation Hub](#).

A market research survey was also commissioned to ensure that a range of groups responded to the survey. Market research agency CDS Insights, hosted an online survey between Friday 3rd February and Wednesday 1st March 2023 using the SurveyMonkey platform. This survey combined the questions asked in the rural roads and urban roads survey. Eligible candidates were preselected from CDS' existing database and were invited to complete the survey. Measures were implemented during this selection process to ensure the respondents represent Edinburgh's population and all complete data survey data was checked against postcodes to ensure responses were within the proposed quota.

Results in this survey findings report are based on all responses provided in the survey unless otherwise stated. Many questions did not include a mandatory response field, as such the total number of responses varies by question.

The public consultation attracted:

- 1220 respondents to the Rural Roads Survey
- 4056 respondents to the Urban Roads Survey

The market research survey obtained a sample¹ of 472 respondents:

- 118 Responses from the rural west
- 354 responses from the non-rural west
- 84 responses from 16-25 year olds



A Note on Representative Sampling

Representative sampling relies on securing a reasonably random selection of people across a given population, in this case the city of Edinburgh or its rural west area. There is a relationship between the size of a sample, the size of the population being sampled, and the accuracy of results. Essentially, the larger the sample, the more accurate the results. The usual way for expressing accuracy statistically is through 'confidence intervals'. For a given result from a sample survey, a confidence interval is expressed as a range. There is a specified probability (often 95%) that the relevant value for the population of interest lies within this range. In lay terms, at '95% confidence' it's very likely indeed that the true value lies within this range.

The sample sizes achieved for the market research (472 for the whole city, 118 for the rural west area) are such that the following 95% approximate confidence intervals will apply.

Whole city results

For results between 40% to 60% of responses: confidence interval of +/- approx. 4.5%
 For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 3.6% to 4.5% (4.5% at 40% and 60%, 3.5% at 20% and 80%)
 For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 2.7% to 3.6% (3.6% at 20% and 80%, 2.7% at 10% and 90%)

So, for example, for a survey result saying that 40% of 'whole city' sample respondents hold a particular view, we can be 95% confident that the actual percentage of Edinburgh residents holding this view lies between 35.5% and 44.5%. In lay terms, it's very likely that the actual percentage lies in this range.

Rural west only results

For results between 40% to 60% of responses: confidence interval of +/- approx. 8.8%
 For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 7.2% to 8.8% (8.8% at 40% and 60%, 7.2% at 20% and 80%)
 For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 5.4% to 7.2% (7.2% at 20% and 80%, 5.4% at 10% and 90%)

Results from the consultation cannot be seen as representative in the same way. This is because the people responding are self-selecting, rather than essentially randomly selected as is the case for the market research. The tendency is for consultations to attract responses from those who hold stronger views on a topic, rather than from a cross section of the population.



Table of Contents

Item	Page
Results – 20mph Urban Roads	<u>5-15</u>
Results – Rural Roads	<u>16-25</u>
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	<u>26-28</u>
Profile of Respondents	<u>29-33</u>
Travel Behaviours of Respondents	<u>34-36</u>
References	<u>37-38</u>
Appendix - more detailed analysis by gender, age etc	<u>39-58</u>

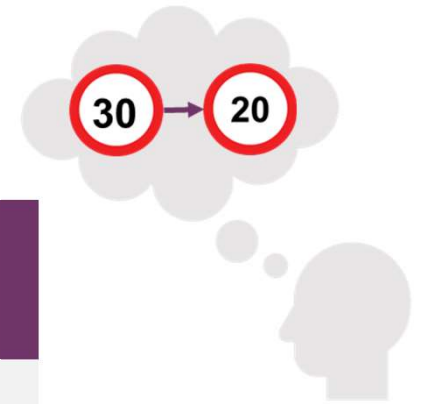
Page 687



Results - 20mph Urban Roads



Perception of current balance between streets with 20mph and 30mph

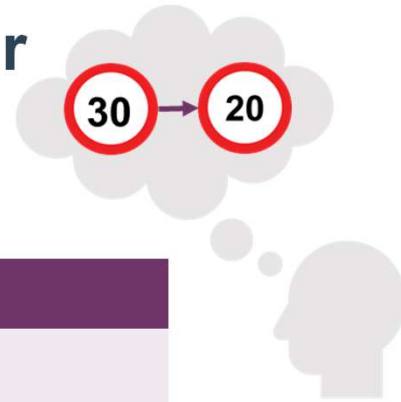


Statement	Public Consultation	Market Research
Far too many roads with 20mph	47.54%	23.94%
Slightly too many roads with 20mph	15.70%	19.92%
The balance is about right	7.38%	37.71%
There should be more roads with 20mph	7.51	10.59%
There should be a lot more roads with 20mph	21.87%	7.84%

Page 689



Which of the following statements, best represents your overall view of the proposed extension to the 20mph network?



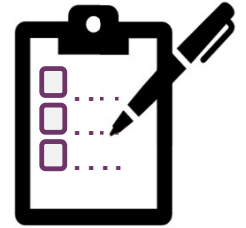
Page 690

Statement	Public Consultation	Market Research
We shouldn't be increasing the number of streets with a 20mph limit at all	57.70%	31.36%
There should be some new 20mph streets added but not this many.	8.35%	26.91%
The proposal is about right.	6.47%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.	4.49%	4.45%
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	5.48%	2.75%
We should extend 20mph to all roads within the whole built-up area.	14.02%	6.14%
None of these statements represent my view	3.48%	2.75%



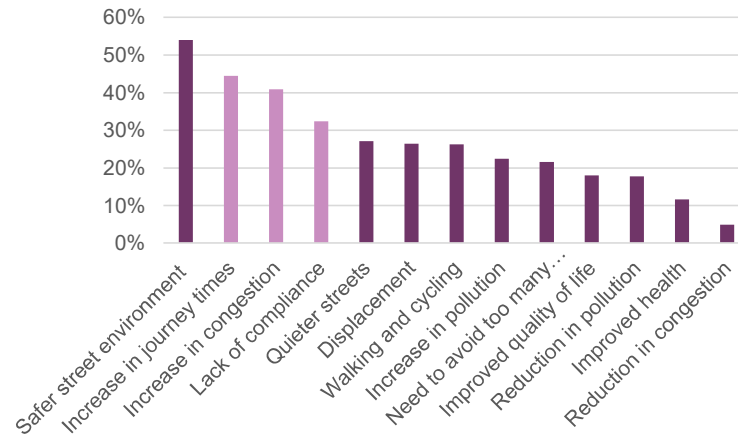
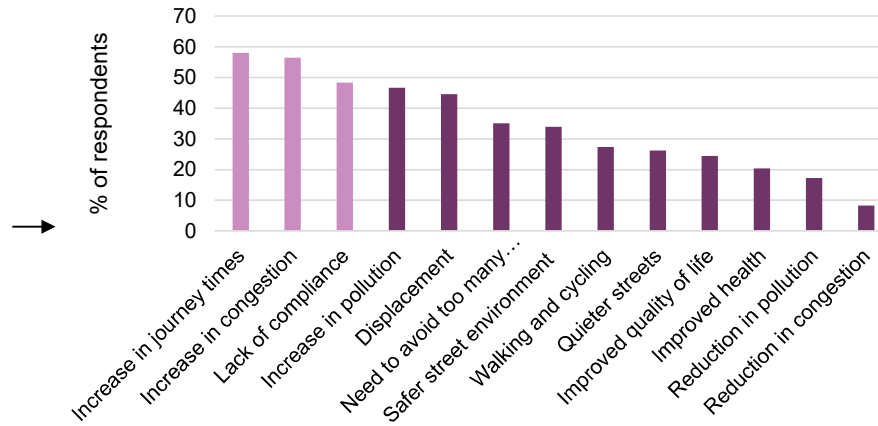
Views on impacts of urban speed limit proposal

Respondents were able to select multiple impacts associated with introducing a 20mph extension.



Public Consultation

Reason	Proportion of Respondents (%)
Increase in journey times	58.0
Increase in congestion	56.4
Lack of compliance	48.3
Increase in pollution	46.7
Displacement	44.6
Need to avoid too many changes	35.1
Safer street environment	33.9
Walking and cycling	27.4
Quieter streets	26.2
Improved quality of life	24.4
Improved health	20.4
Reduction in pollution	17.2
Reduction in congestion	8.3



Market Research

Reason	Proportion of Respondents (%)
Safer street environment	54.0
Increase in journey times	44.5
Increase in congestion	40.9
Lack of compliance	32.4
Quieter streets	27.1
Displacement	26.5
Walking and cycling	26.3
Increase in pollution	22.5
Need to avoid too many changes	21.6
Improved quality of life	18.0
Reduction in pollution	17.8
Improved health	11.7
Reduction in congestion	4.9



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
London Road	88	27	2	1	42
Ferry Road	76	35	2	1	90
Corstorphine Road	73	26	1	1	2
Colinton Road	72	59	1		48
Lanark Road West	59	36	3	1	28
Queensferry Road	57	36	1		46
Dalkeith Road	47	17		1	24
Lanark Road	43	18	1		28
Glenlockhart Road	42	12			6
Crewe Road South	41	6			1
Duddingston Road West	40	12	2		2
Craigeith Road	37	9			9
Gorgie Road	37	4		1	4
Craigmillar Park	32	8	2	1	8
Whitehouse Road	28	5			11
Peffermill Road	25	9	1		1
Colinton Mains Drive	23	10			6
Gamekeeper's Road	23	6	1		16
Craiglockhart Avenue	19	3			4
Kirk Brae	18	5		1	6
Chesser Avenue	16	4			4

Page 692



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
Lindsay Road	16	22			7
Mayfield Gardens	16	5			1
Cockburn Crescent	15	3			4
Slateford Road	15	6			4
Crewe Road North	14	4			1
Longstone Road	13	2			
Meadow Place Road	12	1			2
Minto Street	12	16	1		9
Commercial Street	11	8			1
Inglis Green Road	11	2			2
Musselburgh Road	11	8	1		
Waterfront Avenue	11	3			7
Duddingston Park	10	10			5
Greenbank Drive	10	10			3
Lady Road	10	5			4
Newtoft Street	10	2			
Stevenson Road	10	1			2
West Shore Road	10	4		1	1
Willowbrae Road	8	14			12
Polwarth Terrace	6	12			2
Portobello Road	4	25			4
Gilmerton Road	2	14		1	12

Additionally, Drum Street and The City of Edinburgh Bypass both received 1 response in favour of changing to 20mph and West Granton Road received 1 response in favour of retaining the 30mph speed limit from the market research survey.

Additional roads that are not included in the proposals received feedback

In both the Market Research and Public Consultation surveys respondents suggested **additional roads that should be included in the proposals**. These suggestions were provided on the interactive mapping tool, and by qualitative comments. These roads are listed below.

Road	Change to 20mph (Public Consultation and Market Research)
Redford Road	37
West Approach Road	28
Old Dalkeith Road	28
Glasgow Road	12
Bonnybridge Drive	11
Braid Hills Drive	11
Clermiston Road	10
Drum Brae*	6
Inchview Terrace	5

Drum Brae should become 20mph. Large footfall including children crossing to access Craigmount School.

Bonnybridge Drive has many families with young children living on the street. A reduction to a 20 mile an hour speed limit on Bonnybridge Drive would be a great help!

*Drum Brae was not separated by Drum Brae North and Drum Brae South in the feedback tool. However, 1 respondent specified that Drum Brae North should change to 20mph.





Comments Received

Over half of the public survey respondents provided detailed qualitative feedback. Some respondents also provided feedback in additional text boxes. The collection of these responses were grouped for manual thematic analysis.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box to share any additional comments or feedback you have regarding the proposed 20mph speed limits extension to urban streets in Edinburgh.	2,244	199
What do you think the impacts of implementing 20mph proposals are likely to be? Please tick all that apply [Other].	349	40
If there are any streets not included in the proposed extension that you feel should be considered for a reduction from 30mph to 20mph, please provide the name(s) of the street below.	613	149



8 Key themes emerged from the thematic analysis. Many respondents discussed enforcement and compliance, congestion and value for money in their responses.

Theme	Number of Entries (Public Consultation)
Enforcement / Compliance	541
Congestion	451
Waste of 'time and money'	398
20mph is suitable in sensible places	208
Driver aggression / Frustration	87
Evidence of 20mph being safer	83
Too many changes / confusion	52
CEC has an Anti-Car Agenda	32

Page 696



Examples of typical comments

“Please implement 20 on all streets within Edinburgh. It’s proven to be safer. I don’t believe the negative effects will be massive but even if there is some it’s worth it for the lives that’ll be saved from a city wide 20 limit.” - **Safety**

“I think some main artery roads might be better having a variable speed limit e.g. 20mph during school / commute times but 30mph at other times as it’s very difficult to drive to 20mph on very empty roads.” – **Suitable in sensible places**

“Hardly anyone drives at 20mph now - even 30mph in some places, so increasing the number of roads is pointless. Signs and signage is a waste of time and money. Money which could be better spent repairing the very dangerous potholes everywhere. I am tired of driving as near to 20mph as I can and having impatient, reckless and lawless drivers driving far too close, seemingly wondering why I am driving so slowly!” – **waste of time and money.**

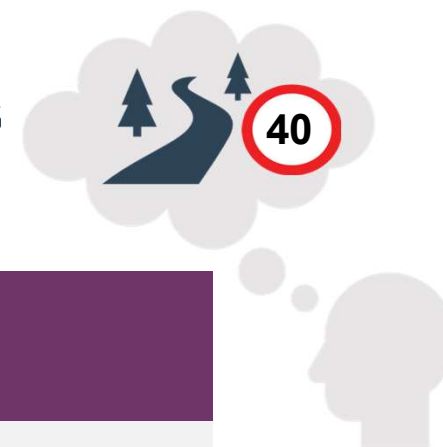
“This is a ridiculous suggestion. [...] I am specifically commenting on DALKEITH ROAD [...] 20mph zones increase congestion by slowing down the traffic - why on earth would it make sense to do so in areas reliant on ambulances moving freely and at pace?”



Results - Rural Roads



Perceptions on current speed limits on rural roads



Page 699

In general, what do you think about the current speed limits on the rural roads around Edinburgh?	Public Consultation	Market Research
Far too fast	20.79%	6.13%
Slightly too fast	11.01%	23.04%
About right	48.23%	61.31%
Slightly too slow	12.57%	6.55%
Far too slow	7.40%	2.75%



How far do respondents agree with the proposal?



Statement	Public Consultation	Market Research
Strongly Agree	22.20%	9.32%
Agree	6.91%	25.64%
Neutral	2.63%	36.86%
Disagree	13.90%	16.10%
Strongly Disagree	54.36%	12.08%

Page 700



Perceptions on the rural roads proposal



Page 701

Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?	Public Consultation	Market Research
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	49.55%	16.10%
Some limits need to reduce but the proposals go too far	18.32%	29.66%
The proposal is about right	13.06%	41.10%
The proposal is good but it should go a bit further	6.82%	7.20%
The proposal is good but it should go a lot further	10.19%	3.60%
None of these statements represent my perspective	2.05%	2.33%



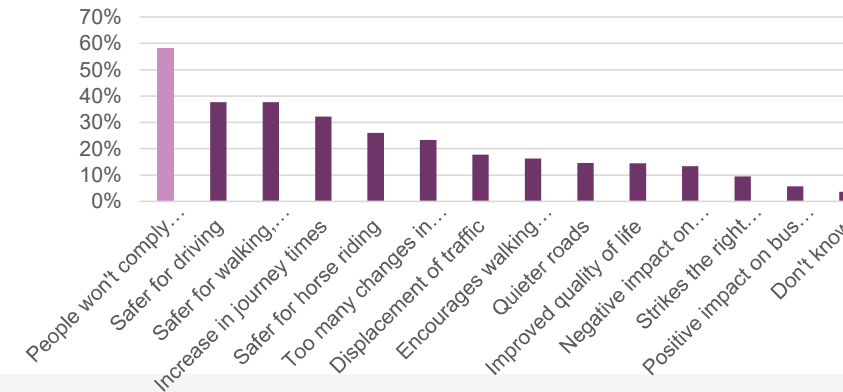
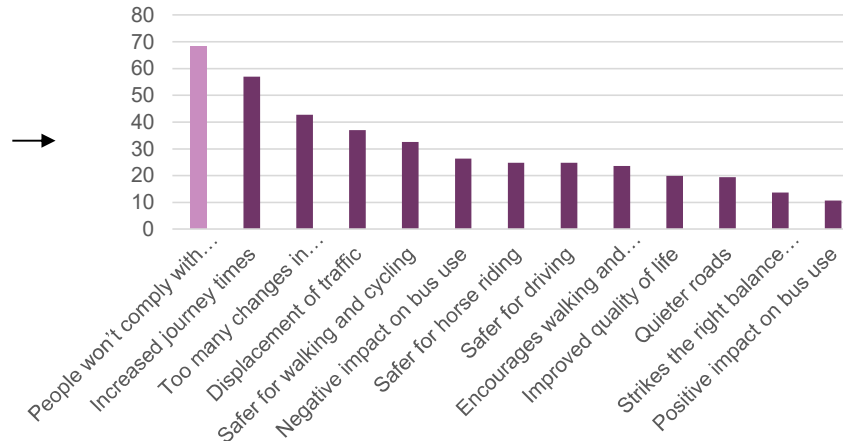
Views on impacts of the rural speed limit proposal

Respondents were able to select multiple impacts associated with the proposals to reduce rural speed limits.



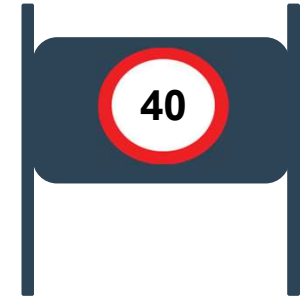
Public Consultation

Reason	Proportion of Respondents (%)
People won't comply with the speed limit	68.2
Increased journey times	57.0
Too many changes in speed limit	42.7
Displacement of traffic	37.0
Safer for walking and cycling	32.6
Negative impact on bus use	26.4
Safer for horse riding	24.8
Safer for driving	24.8
Encourages walking and cycling	23.6
Improved quality of life	19.9
Quieter roads	19.4
Strikes the right balance between different road users	13.7
Positive impact on bus use	10.7



Market Research

Reason	Proportion of Respondents (%)
People won't comply with the speed limit	58.3
Safer for driving	37.7
Safer for walking, wheeling and cycling	37.7
Increase in journey times	32.2
Safer for horse riding	26.1
Too many changes in speed limit	23.3
Displacement of traffic	17.8
Encourages walking and cycling	16.3
Quieter roads	14.6
Improved quality of life	14.4
Negative impact on bus use/service	13.4
Strikes the right balance between different road users	9.5
Positive impact on bus use/service	5.7
Don't know	3.6



Perceptions on the introduction of gateways

Response	Public Consultation	Market Research
I do not support the introduction of Gateways	46.52%	18.86%
I feel neutral	15.69%	33.05%
I support the introduction of Gateways	36.51%	43.43%
I don't know	1.08%	4.66%



Respondents were given the option to provide feedback on selected roads of their choice.

Street Name	Public Consultation			Market Research		Combined	
	I agree with the proposed change	I think the limit should stay as it is now	limit should reduce but not as much as proposed	I think the limit should be lower than proposed	Market Research I agree with the proposed change	Market Research I think the limit should be lower than proposed	Appeared in Survey Comments
Cliftonhall Road		10					1
Cockburnhill Road				2			1
Eastfield Road					1		1
Gilmerton Road	2	18	4	1			4
Glenbrook Road			1	3			5
Gogarbank			2				2
Gogarmuir Road			2				-
Harlaw Road	8	12		7		1	9
Hermiston House Road				1			1
Kirkgate			2				1
Lanark Road West						2	1
Lang Loan			6				
Lochend Road			2	2			4
Long Dalmahoy Road	10	12	4	3			10
Main Street				2			4
Mansfield Road			5	1			2

Page 704



Additional Roads that Received Feedback

In both the Market Research and Public Consultation surveys respondents suggested additional roads that should be included in the proposals. These are listed below. Alongside this, respondents typically commented ‘all roads should be reduced’, or ‘no’.

Roads	No. Comments
A90	10
B7031	9
Newliston road	9
B924	8
Clifton Road	6
Lasswade Road	4
A1	3
Braid Hills Drive	3
Biggar Road	2
Builyeon Road	2
Cammo Road	2
Gogar Station Road	2
Craigs Road	2
Glasgow Road	2
A702	1
Johnsburn Road	1

The review should be implemented sooner than later due to the constant near misses and accidents that are happening on the Clifton Road.

It is unsafe for us to stand on Long Dalmahoy road [...] as drivers speed past (equestrian user).



Comments received



Some respondents also provided feedback in additional text boxes.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box below to share any additional comments or feedback you have regarding the review of rural road speed limits in Edinburgh.	493	199
What do you think the impacts of implementing the rural road proposals are likely to be? Please tick all that apply [Other].	147	16
If there are any rural roads not included in the review that you feel should have speed limit reductions, please provide the name of the road below.	74	148
Are there any further locations that you would think would benefit from the introduction of a gateway? (please describe in as much detail as possible)	141	166



8 Key themes emerged from the thematic analysis

Theme	No. Entries (Public Consultation)
Waste of 'time and money'	131
Enforcement / Compliance	88
Congestion	56
Safety Implications	24
CEC has an Anti-Car Agenda	20
Pollution	19
Evidence of lower limits being safer	18
Lack of active travel infrastructure	16



Examples of typical comments

“Rural roads are a resource for the people of Edinburgh to use for walking, cycling and access green spaces. As such they should be protected by lower speed limits for the benefit of all users.”

“I would argue that roads with multiple bends and poor visibility as a result should have lower speed limits across their full length.”

“Some of these roads are very narrow. I am a cyclist and some of the risks drivers take to overtake me are insane. Most drivers are sensible, but there are a few maniacs out there that simply need to be taken off the road.”

“some of the proposals are for roads where there are other road users. More travel time to get to work and home, actually means you reduce the down time for individuals and negatively affect family time. Edinburgh Council is clearly ANTI-CAR”

“Gateways are just more urbanisation of rural areas. Basically littering.”



Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents



Views on rural speed proposal : Rural West Residents compared to all Edinburgh residents

(See also next slide re support/opposition)



Page 710

Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	18.64%	16.10%	41.12%	49.55%
Some limits need to reduce but the proposals go too far	23.72%	29.66%	20.72%	18.32%
The proposal is about right	44.92%	41.10%	15.79%	13.06%
The proposal is good but it should go a bit further	7.63%	7.20%	7.89%	6.82%
The proposal is good but it should go a lot further	4.24%	3.60%	10.53%	10.19%
None of these statements represent my perspective	0.85%	2.33%	3.95%	2.05%



Support for/opposition to the rural speed limit proposal: Rural West Residents compared to all Edinburgh residents

(See also previous slide re overall views)



Page 711

Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
Strongly Agree	7.63%	9.32%	27.63%	22.20%
Agree	32.30%	25.64%	6.58%	6.91%
Neutral	32.20%	36.86%	2.63%	2.63%
Disagree	14.41%	16.10%	13.49%	13.90%
Strongly Disagree	13.56%	12.08%	49.67%	54.36%



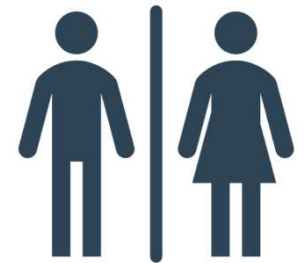
Profile of Respondents



Gender of Respondents

A higher proportion of males responded to the public consultation surveys than females.

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Male	58.55%	63.49%	41.10%
Female	34.79%	29.74%	56.57%
Other gender identity	0.65%	0.58%	0.85%
Prefer not to say	6.01%	6.46%	1.48%



Age of Respondents

Page 714

Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
<ul style="list-style-type: none"> • 3% 16-24 • 16% 25-34 • 25% 35-44 • 23% 45-54 • 19% 55-64 • 11% 65-74 • 3% 75+ 	<ul style="list-style-type: none"> • 3.6% 16-24 • 14.9% 25-34 • 20.2% 35-44 • 21.5% 45-54 • 25.4% 55-64 • 11.5% 65-74 • 2.9% 75+ 	<ul style="list-style-type: none"> • 17.80% 16-25 • 18.64% 26-35 • 19.92% 36-45 • 14.19% 46-55 • 16.74% 56-65 • 4.45% 66-69 • 8.26% over 70



Mobility Conditions

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Without condition	77%	78.5%	84.11%
With condition lasting over 12 months	13%	8.4%	12.08%
With condition lasting less than 12 months	1%	1.3%	1.91%
Prefer not to say	9%	11.8%	1.91%



Respondents by wards

Ward	Consultation Respondents (Urban Survey)	Consultation Respondents (Rural Survey)	Market Research Respondents
Almond	283	152	96
City Centre	157	43	22
Colinton / Fairmilehead	280	70	53
Corstorphine / Murrayfield	176	37	16
Craigtoun / Duddingston	166	42	23
Drum Brae / Gyle	219	52	14
Forth	195	34	19
Fountainbridge / Craiglockhart	188	43	12
Inverleith	221	61	21
Leith	124	25	16
Leith Walk	192	40	19
Liberton / Gilmerton	270	73	30
Morningside	265	49	22
Pentland Hills	315	201	45
Portobello / Craigmillar	182	36	17
Sighthill / Gorgie	128	30	23
Southside / Newington	252	53	24

295 respondents living outside of the City of Edinburgh completed the urban survey.

145 respondents living outside of the City of Edinburgh completed the rural survey

CDS Insights undertook targeted outreach in the rural west to ensure the sample collected was representative of Edinburgh's rural and urban population.



Travel Behaviours of Respondents



Urban Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	3139	77.4%
Walking	2835	69.9%
Bus or Tram	2194	54.1%
Bicycle	1172	28.9%
Car / Van as passenger	705	17.4%
Taxi or similar	300	7.4%
Motorcycle	119	2.9%
Other	52	1.3%
Wheelchair	21	0.5%

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Walking	315	66.74%
Bus / Tram	296	62.71%
Car / Van as driver	239	50.64%
Car / Van as passenger	109	23.09%
Bicycle	46	9.75%
Taxi or similar	37	7.84%
Motorcycle	10	2.12%
Wheelchair or mobility scooter	3	0.64%
Other (please specify)	2	0.42%

Page 718



Rural Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	1035	84.8%
Walking	356	29.2%
Bicycle	353	28.9%
Car / Van as Passenger	312	25.6%
Bus / Tram	258	21.1%
Motorcycle	82	6.7%
Taxi	57	4.6%
Wheelchair	4	0.3%

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car/van (as driver)	267	56.57%
Bus / Tram	160	33.90%
Car/van (as passenger)	146	30.93%
Walking	109	23.09%
Bicycle	37	7.84%
Taxi	18	3.81%
Motorcycle	7	1.48%
Wheelchair	3	0.64%



References



References

1. National Records of Scotland (2022), *City of Edinburgh Council Area Profile*, Available at: [City of Edinburgh Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/city-of-edinburgh-council-area-profile)
2. Edinburgh Council (2013) *2011 Census Results - Release 2A September 2013 - Health Data*





Appendix - more detailed analysis by gender, age etc

Appendix A: Attitudes towards the 20 mph proposals by gender.



Statement (% of statement respondents by gender)	Public Consultation				Market Research			
	Male	Female	Prefer not to say	Other	Male	Female	Prefer not to say	Other
GENDER:								
We shouldn't be increasing the number of streets with a 20mph limit at all	58.50%	54.14%	73.03%	50.00%	35.57%	29.21%	14.29%	0.00%
There should be some new 20mph streets added but not this many.	7.99%	9.07%	8.71%	3.85%	21.65%	30.34%	42.86%	25.00%
The proposal is about right.	6.33%	7.79%	0.83%	7.69%	23.20%	27.34%	28.57%	25.00%
The proposal should go a bit further with a 20mph limit for some more streets.	4.72%	4.64%	0.00%	15.38%	6.19%	3.37%	0.00%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5.52%	5.71%	3.32%	3.85%	2.58%	3.00%	0.00%	0.00%
We should extend 20mph to all roads within the whole built-up area.	13.64%	15.64%	7.05%	15.38%	8.25%	4.12%	0.00%	50.00%
None of these statements represent my view	3.31%	3.00%	7.05%	3.85%	2.58%	2.62%	14.29%	0.00%

Page 725



Appendix B: Attitudes towards the 20 mph proposals by gender (Chi Square Output)



Page 724

PUBLIC CONSULTATION	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	1377	758
There should be some new 20mph streets added but not this many.	188	127
The proposal is about right.	149	109
The proposal should go a bit further with a 20mph limit for some more streets.	111	65
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	130	80
We should extend 20mph to all roads within the whole built-up area.	321	219
None of these statements represent my view	78	42
Chi Square Test returned no statistical significance (p=0.139731) for male/female difference		
$X^2=9.659759$; $df=6$.		

MARKET RESEARCH	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	69	78
There should be some new 20mph streets added but not this many.	42	81
The proposal is about right.	45	73
The proposal should go a bit further with a 20mph limit for some more streets.	12	9
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5	8
We should extend 20mph to all roads within the whole built-up area.	16	11
None of these statements represent my view	5	7
Chi Square Test returned limited statistical significance (p=0.0999) for male/female difference		
$X^2=10.648$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the 20mph proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Neither test found clear evidence of a significant relationship between attitudes to the proposals and gender**, though the result for Market research did return limited significant (at the 10% level).



Appendix C: Attitudes towards the 20 mph proposals by age.

Statement (% of statement respondents by age)	Public Consultation							Market Research							
	AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	16-24	25-34	35-44	45-54	55-64	65-69	70+
We shouldn't be increasing the number of streets with a 20mph limit at all		63.50%	61.51%	54.52%	56.93%	60.94%	56.79%	43.40%	32.14%	23.86%	31.91%	28.36%	34.18%	23.81%	48.72%
There should be some new 20mph streets added but not this many.		9.49%	5.71%	6.23%	8.02%	8.98%	11.52%	16.98%	25.00%	36.36%	31.91%	17.91%	30.38%	19.05%	10.26%
The proposal is about right.		5.11%	5.71%	6.58%	7.10%	5.95%	6.79%	10.69%	33.33%	22.73%	23.40%	29.85%	17.72%	33.33%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.		8.03%	3.70%	5.05%	4.58%	3.48%	4.73%	5.66%	1.19%	6.82%	4.26%	4.48%	2.53%	9.52%	7.69%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.		2.19%	5.88%	6.58%	4.93%	4.94%	5.97%	5.66%	4.76%	3.41%	1.06%	2.99%	2.53%	0.00%	2.56%
We should extend 20mph to all roads within the whole built-up area.		10.95%	15.29%	18.21%	14.89%	11.34%	9.88%	12.58%	1.19%	3.41%	6.38%	14.93%	8.86%	4.76%	2.56%
None of these statements represent my view		0.73%	2.18%	2.82%	3.55%	4.38%	4.32%	5.03%	2.38%	3.41%	1.06%	1.49%	3.80%	9.52%	2.56%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size =4,050]; over 16=595; over 25=851; over 35=873; over 45=891; over 55=486; over 65=159; over 75=3.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=472]; 16-25=84, 26-25 [n=88], 36-45 [n=94], 46-55 [n=67], 56-65 [n=79], 66-69 [n = 21], 70+ [n=39].



Appendix D: Attitudes towards the 20 mph proposals by mobility condition.



Page 726

Statement (% of statement respondents by mobility)	Public Consultation				Market Research			
	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
MOBILITY CONDITION:								
We shouldn't be increasing the number of streets with a 20mph limit at all	55.05%	64.24%	50.00%	73.85%	31.49%	33.33%	33.33%	11.11%
There should be some new 20mph streets added but not this many.	8.18%	8.71%	8.06%	8.47%	27.96%	22.81%	11.11%	22.22%
The proposal is about right.	7.31%	4.94%	8.06%	1.94%	26.45%	19.30%	22.22%	33.33%
The proposal should go a bit further with a 20mph limit for some more streets.	4.97%	3.06%	4.84%	2.18%	3.78%	7.02%	22.22%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	6.03%	3.53%	11.29%	1.69%	2.52%	3.51%	0.00%	11.11%
We should extend 20mph to all roads within the whole built-up area.	15.61%	10.35%	14.52%	5.81%	6.05%	5.26%	0.00%	22.22%
None of these statements represent my view	2.85%	5.18%	3.23%	6.05%	1.76%	8.77%	11.11%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=4,050]; No mobility condition=3,119, prefer not to say=413, mobility condition lasting or expecting to last 12 months or more=425, mobility condition lasting or expecting to last between 1-12 months=62.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. Total sample size=472; No mobility condition=397, prefer not to say=9, mobility condition lasting or expecting to last 12 months or more=57, mobility condition lasting or expecting to last between 1-12 months=9.



Appendix E: Attitudes towards the 20 mph proposals by means of transport.



Page 727

Statement (Select up to 3 modes of transport)	Public Consultation								Market Research							
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
We shouldn't be increasing the numbers of streets with a 20mph limit at all	66.87%	62.36%	31.66%	51.02%	51.16%	84.87%	68.00%	42.86%	38.49%	33.94%	36.96%	28.89%	27.03%	30.00%	10.81%	0.00%
There should be some new 20mph streets added but not this many.	9.31%	7.95%	6.40%	8.40%	9.35%	3.36%	7.00%	19.05%	28.45%	34.86%	8.70%	26.67%	29.39%	20.00%	24.32%	33.33%
The proposal is about right.	5.52%	5.40%	10.75%	7.94%	7.52%	0.84%	4.67%	0.00%	22.18%	18.35%	28.26%	26.35%	26.01%	30.00%	27.03%	0.00%
The proposal should go a bit further with a 20mph limit for some more streets.	3.22%	3.55%	7.51%	5.05%	5.43%	1.68%	2.67%	0.00%	3.35%	4.59%	8.70%	4.44%	4.39%	20.00%	10.81%	33.33%
The proposal needs to go much further a lot more of the road network within the built -up area should have a 20mph limit.	3.70%	5.68%	11.52%	6.67%	6.38%	0.00%	4.67%	4.76%	0.84%	0.92%	6.52%	2.54%	3.04%	0.00%	5.41%	33.33%
We should extend 20mph to all roads within the whole built-up area.	7.59%	11.51%	29.18%	17.54%	16.92%	2.52%	9.33%	28.57%	3.77%	5.50%	10.87%	8.25%	7.43%	0.00%	18.92%	0.00%
None of these statements represent my view	3.79%	3.55%	2.99%	3.39%	3.24%	6.72%	3.67%	4.76%	2.93%	1.83%	0.00%	2.86%	2.70%	0.00%	2.70%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



Appendix F: Attitudes towards the rural roads proposals by gender



Page 728

Statement (% of statement respondents by gender)	Public Consultation			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	52.09%	40.56%	61.54%	100.00%
Some limits need to reduce but the proposals go too far	16.45%	21.41%	24.36%	0.00%
The proposal is about right.	11.75%	18.87%	2.56%	0.00%
The proposal is good but it should go a bit further	7.83%	5.63%	1.28%	0.00%
The proposal is good but it should go a lot further	9.92%	11.55%	6.41%	0.00%
None of these statements represent my view	1.96%	1.97%	3.85%	0.00%

Statement (% of statement respondents by gender)	Market Research			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	22.68%	11.99%	0.00%	0.00%
Some limits need to reduce but the proposals go too far	19.07%	25.09%	57.14%	25.00%
Some limits are needed to reduce speeds on some roads but proposals go too far	7.73%	5.62%	14.29%	0.00%
The proposal is about right.	31.96%	47.94%	28.57%	50.00%
The proposal is good but it should go a bit further	10.82%	4.87%	0.00%	0.00%
The proposal is good but it should go a lot further	5.67%	1.87%	0.00%	25.00%
None of these statements represent my view	2.06%	2.62%	0.00%	0.00%





Appendix G: Attitudes towards the rural roads proposals by gender (Chi Square Output)

Page 729

PUBLIC CONSULTATION	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	399	144
Some limits need to reduce but the proposals go too far	126	76
The proposal is about right.	90	67
The proposal is good but it should go a bit further	60	20
The proposal is good but it should go a lot further	76	41
None of these statements represent my view	15	7
Chi Square Test returned statistical significance (p=0.001052), indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=20.39736$		

MARKET RESEARCH	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	44	32
Some limits need to reduce but the proposals go too far	37	67
Some limits are needed to reduce speeds on some roads but proposals go too far	15	15
The proposal is about right.	62	128
The proposal is good but it should go a bit further	21	13
The proposal is good but it should go a lot further	11	5
None of these statements represent my view	7	4
Chi Square Test returned statistical significance (p=0.000114) indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=27.55677$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the rural proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Both tests found a significant relationship between attitudes to the proposals and gender.**



Appendix H: Attitudes towards the rural proposals by age

Statement (% of statement respondents by age)		Public Consultation						
AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	69.77%	57.06%	47.92%	49.80%	49.17%	43.70%	23.53%	
Some limits need to reduce but the proposals go too far	16.28%	12.99%	16.67%	17.25%	21.12%	18.52%	35.29%	
The proposal is about right.	4.65%	13.56%	11.67%	13.73%	13.20%	16.30%	14.71%	
The proposal is good but it should go a bit further	2.33%	6.78%	8.75%	5.88%	5.28%	8.15%	8.82%	
The proposal is good but it should go a lot further	6.98%	7.91%	12.08%	11.37%	9.24%	11.85%	11.76%	
None of these statements represent my view	0.00%	1.69%	2.92%	1.96%	1.98%	1.48%	5.88%	

Statement (% of statement respondents by age)		Market Research						
AGE:	16-25	26-35	36-45	46-55	56-65	66-69	70+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	10.71%	14.77%	23.40%	16.42%	20.25%	9.52%	7.69%	
Some limits need to reduce but the proposals go too far	22.62%	26.14%	26.60%	19.40%	18.99%	9.52%	30.77%	
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.14%	3.41%	5.32%	11.94%	7.59%	4.76%	5.13%	
The proposal is about right.	51.19%	42.05%	30.85%	37.31%	40.51%	52.38%	43.59%	
The proposal is good but it should go a bit further	7.14%	7.95%	7.45%	8.96%	6.33%	4.76%	5.13%	
The proposal is good but it should go a lot further	1.19%	3.41%	3.19%	5.97%	5.06%	4.76%	2.56%	
None of these statements represent my view	0.00%	2.27%	3.19%	0.00%	1.27%	14.29%	5.13%	

Page 730



Appendix I: Attitudes towards the rural road proposals by mobility condition.



Page 731

Statement (% of statement respondents by gender)	Public Consultation			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	46.20%	57.43%	37.50%	66.43%
Some limits need to reduce but the proposals go too far	18.14%	20.79%	6.25%	19.58%
The proposal is about right.	15.40%	7.92%	6.25%	2.80%
The proposal is good but it should go a bit further	7.70%	1.98%	18.75%	2.10%
The proposal is good but it should go a lot further	11.08%	8.91%	25.00%	4.20%
None of these statements represent my view	1.48%	2.97%	6.25%	4.90%

Statement (% of statement respondents by gender)	Market Research			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	16.37%	17.54%	11.11%	0.00%
Some limits need to reduce but the proposals go too far	21.66%	29.82%	33.33%	33.33%
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.05%	3.51%	11.11%	0.00%
The proposal is about right.	42.82%	28.07%	33.33%	55.56%
The proposal is good but it should go a bit further	6.55%	14.04%	0.00%	0.00%
The proposal is good but it should go a lot further	3.27%	3.51%	11.11%	11.11%
None of these statements represent my view	2.27%	3.51%	0.00%	0.00%

Source: Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. *Total sample size=1,217; No mobility condition [n=948], prefer not to say [n=143], mobility condition lasting or expecting to last 12 months or more [n=101], mobility condition lasting or expecting to last between 1-12 months [n=16].* Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. *Total sample size=472; No mobility condition [n=397], prefer not to say [n=9], mobility condition lasting or expecting to last 12 months or more [n=57], mobility condition lasting or expecting to last between 1-12 months [n=9].*



Appendix J: Attitudes towards the rural proposal by modes of transport



Statement	Consultation								Market Research								
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Statement	Car/van (as driver)	Car/van (as passenger)	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	54.60%	49.04%	29.75%	34.65%	37.98%	71.95%	56.14%	75.00%	I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	19.85%	16.44%	24.32%	19.27%	10.00%	28.57%	5.56%	0.00%
Some limits need to reduce but the proposals go too far	19.46%	20.19%	11.61%	17.75%	15.89%	18.29%	22.81%	0.00%	Some limits are needed to reduce speeds on some roads but the proposals go too far	8.24%	3.42%	5.41%	2.75%	4.38%	14.29%	0.00%	0.00%
The proposal is about right	12.00%	11.86%	20.96%	15.49%	14.34%	3.66%	5.26%	0.00%	Some limits need to reduce but the proposals go too far	25.84%	27.40%	13.51%	19.27%	20.00%	14.29%	27.78%	33.33%
The proposal is good but it should go a bit further	5.52%	7.05%	15.86%	10.14%	11.63%	1.22%	3.51%	0.00%	The proposal is about right	37.83%	40.41%	29.73%	38.53%	48.75%	28.57%	38.89%	0.00%
The proposal is good but it should go a lot further	6.58%	8.33%	21.25%	18.31%	16.67%	2.44%	8.77%	25.00%	The proposal is good but it should go a bit further	4.12%	6.85%	21.62%	11.93%	10.00%	14.29%	11.11%	66.67%
None of these statements represent my perspective	1.84%	3.53%	0.57%	3.66%	3.49%	2.44%	3.51%	0.00%	The proposal is good but it should go a lot further	3.00%	2.74%	2.70%	6.42%	4.38%	0.00%	11.11%	0.00%
									None of these statements represent my perspective	1.12%	2.74%	2.70%	1.83%	2.50%	0.00%	5.56%	0.00%

Page 732

Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. Respondents returned 4,037 entries. This response shows the breakdown of statement proportionate to each mode. For example, 54.60% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be reducing the limit on any roads with a speed limit above 40mph.



Appendix K: Attitudes towards the rural roads proposals by modes of transport. (Chi Square Output)



The statistical Chi Square test was used to look for a significant relationship between attitudes to the 20mph and rural proposals between preferred modes of transport. This test was used for the public consultation survey data and for the market research data.

The test indicates there is a significant relationship between preferred modes of transport and attitudes towards the proposals. This finding was recorded in both the market research and public consultation data. The nature of a Chi Square test means that it does not tell us which way the relationship goes, for example, it cannot suggest that, 'people who walk are more likely to support the proposals'.

Attitudes towards the proposals by mode of transport	Public Consultation	Market Research
Urban Proposals	<p><i>So significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 779.54$ $df = 42$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.000715$ $\chi^2 = 77.41758$ $df = 42$</p>
Rural Proposals	<p><i>Significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 242.298902$ $df = 35$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.007467$ $\chi^2 = 67.545$ $df = 42$</p>

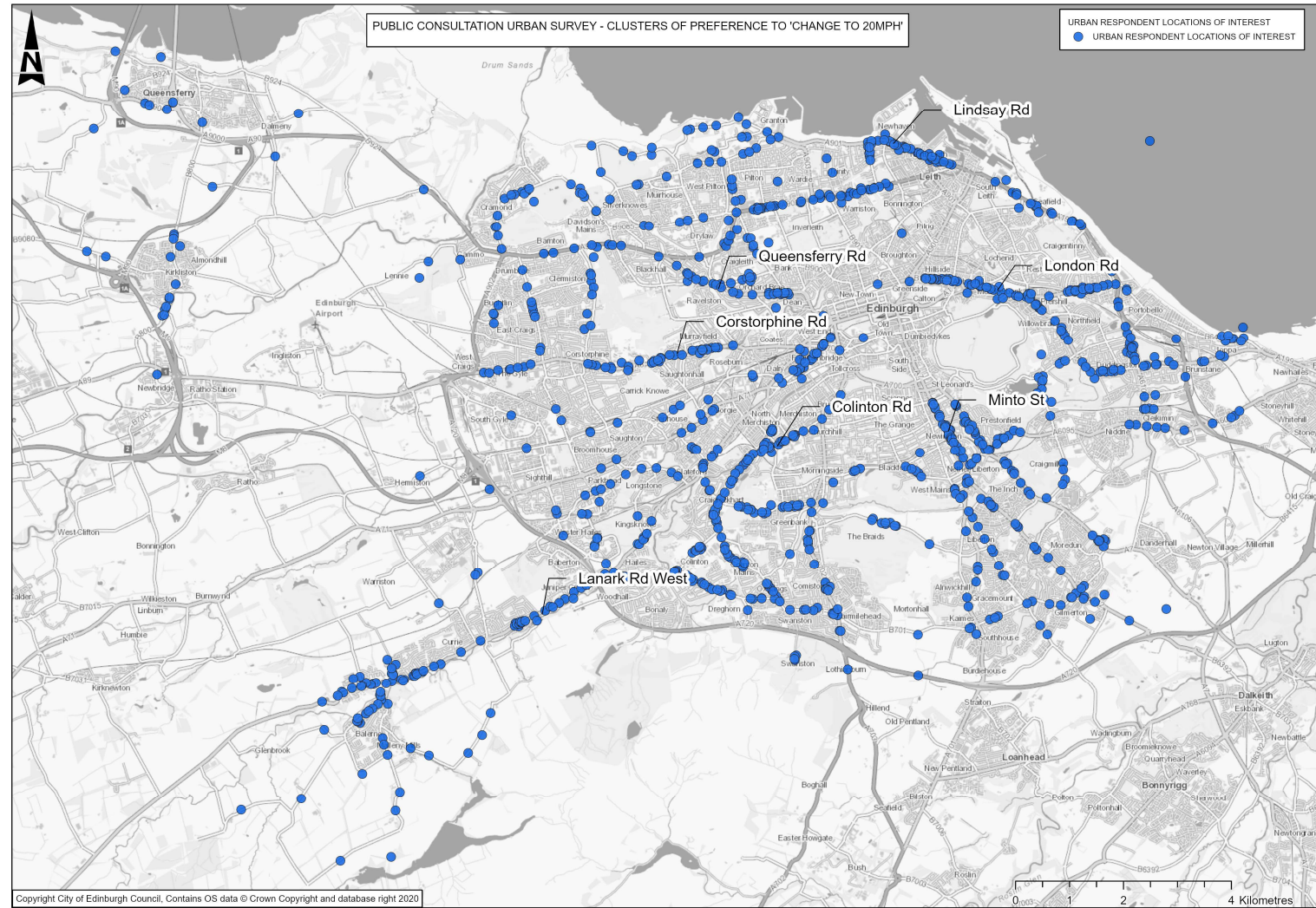
Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



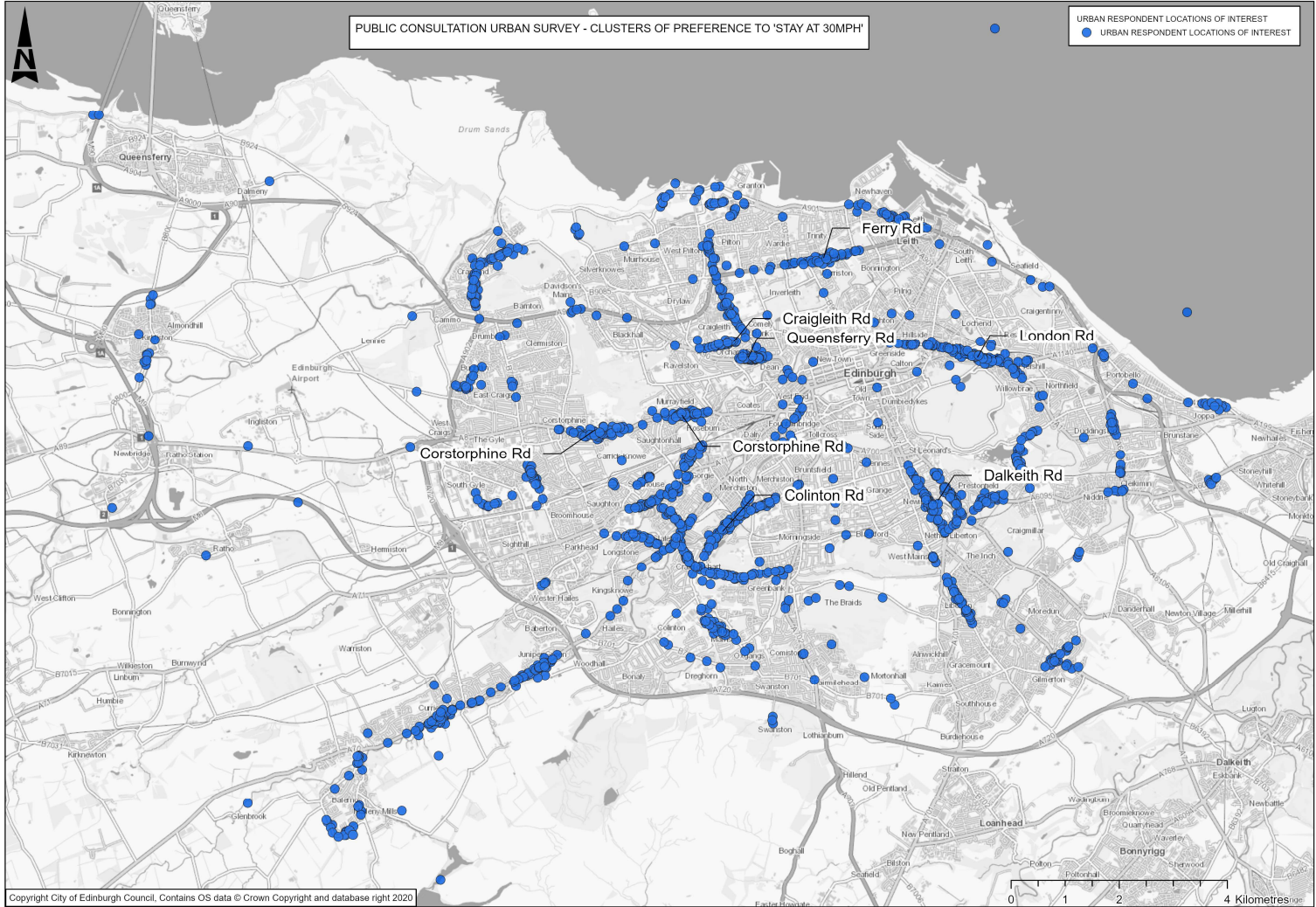
Appendix L: Map showing preference to change to 20mph (Urban Public Consultation)

Page 734



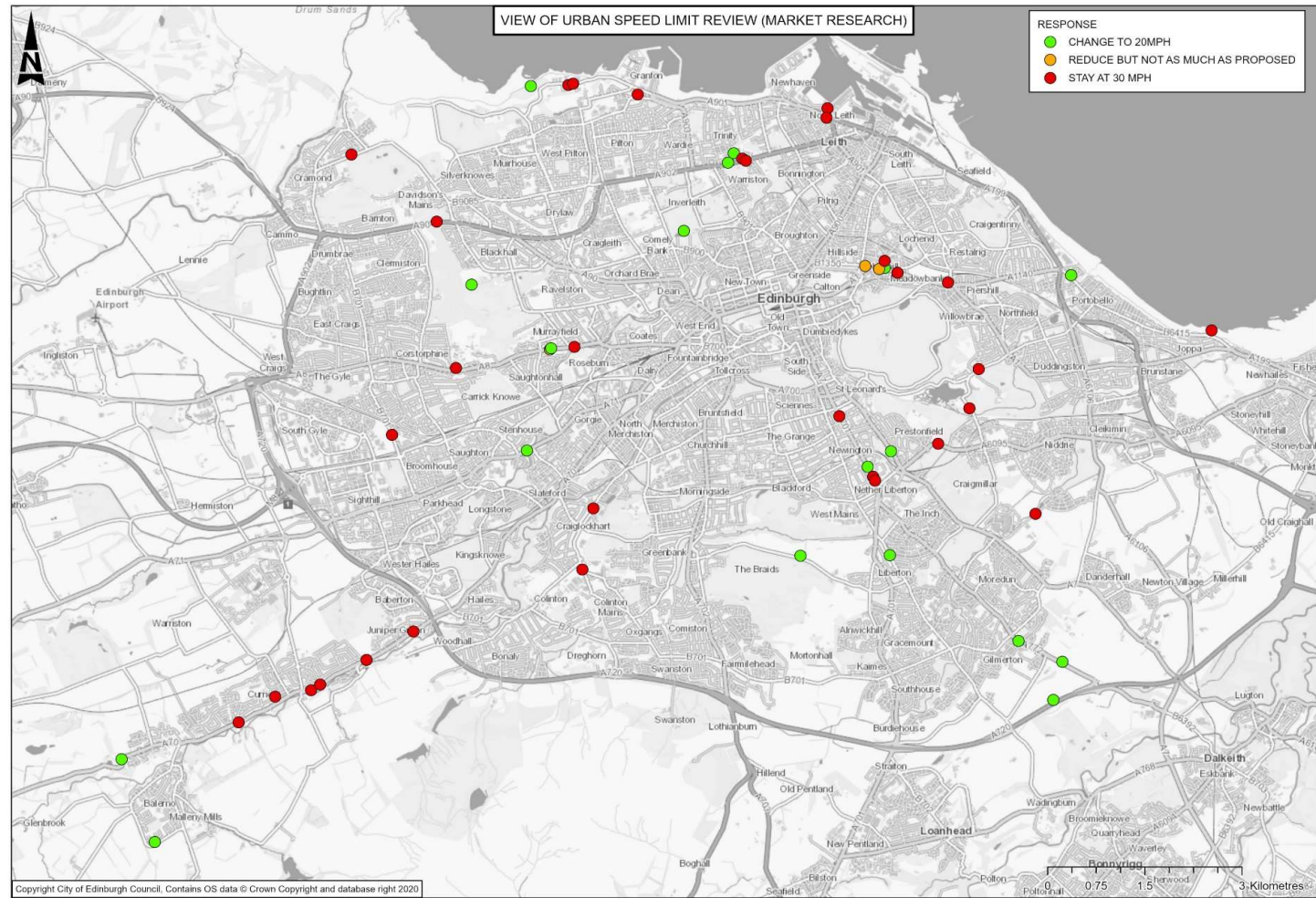
Appendix M: Map showing preference to stay at 30mph (Urban Public Consultation)

Page 735



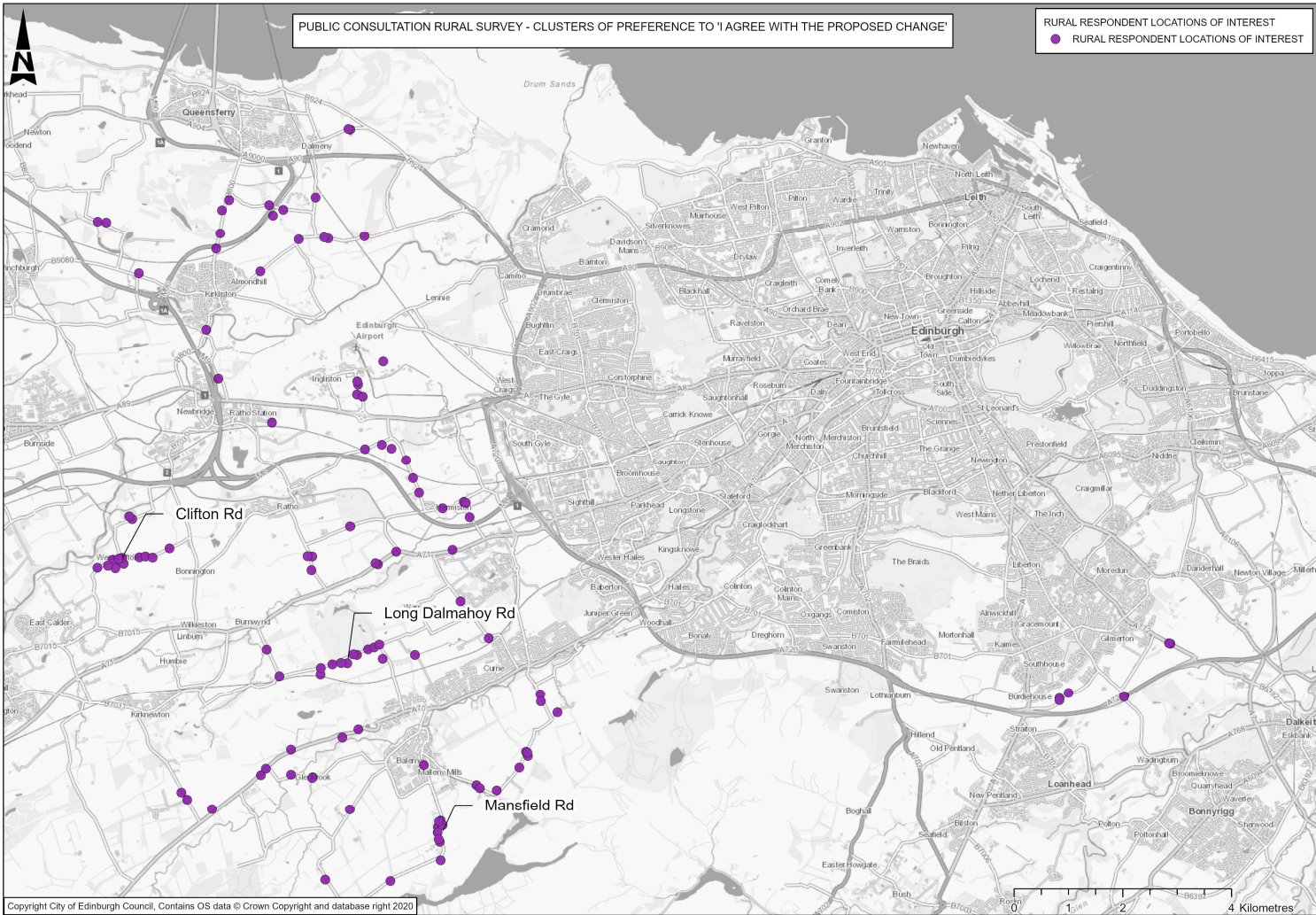
Appendix N: Map showing feedback on the 20mph proposals (Market Research Survey)

Page 736



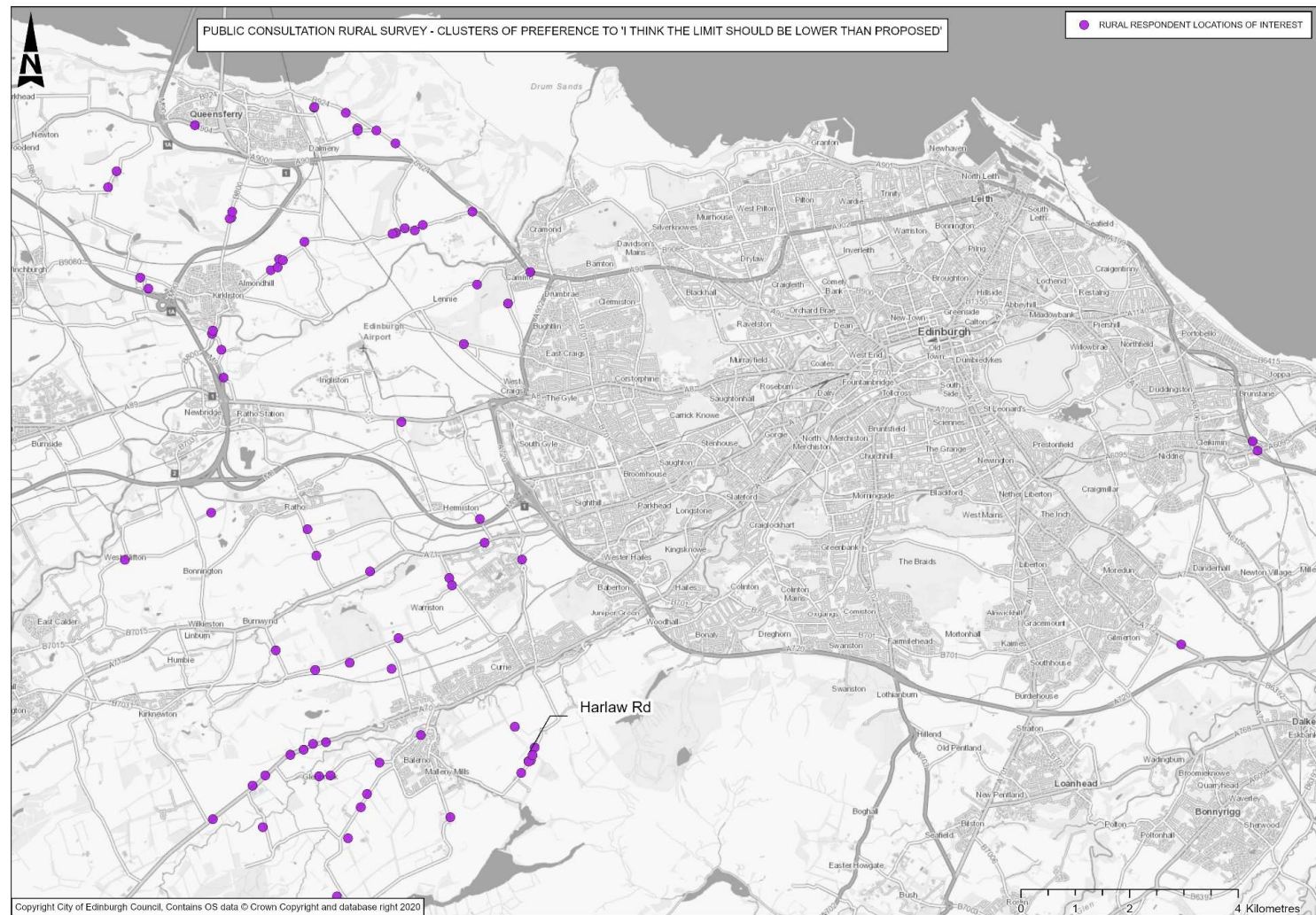
Appendix O: Map showing responses 'I agree with the proposed change' (Rural Public Consultation)

Page 737



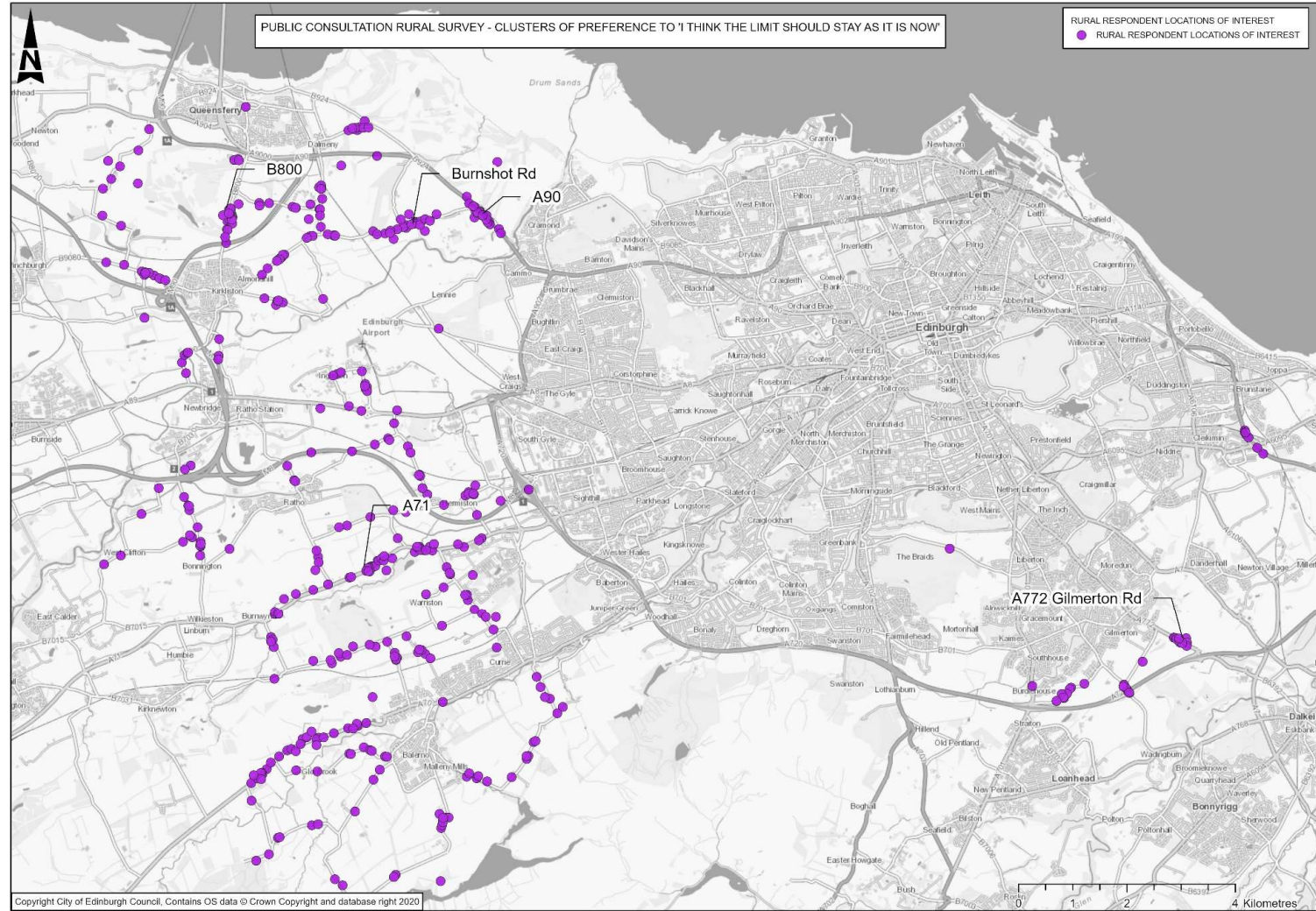
Appendix P: Map showing responses 'I think the limit should be lower than proposed' (Rural Public Consultation)

Page 738



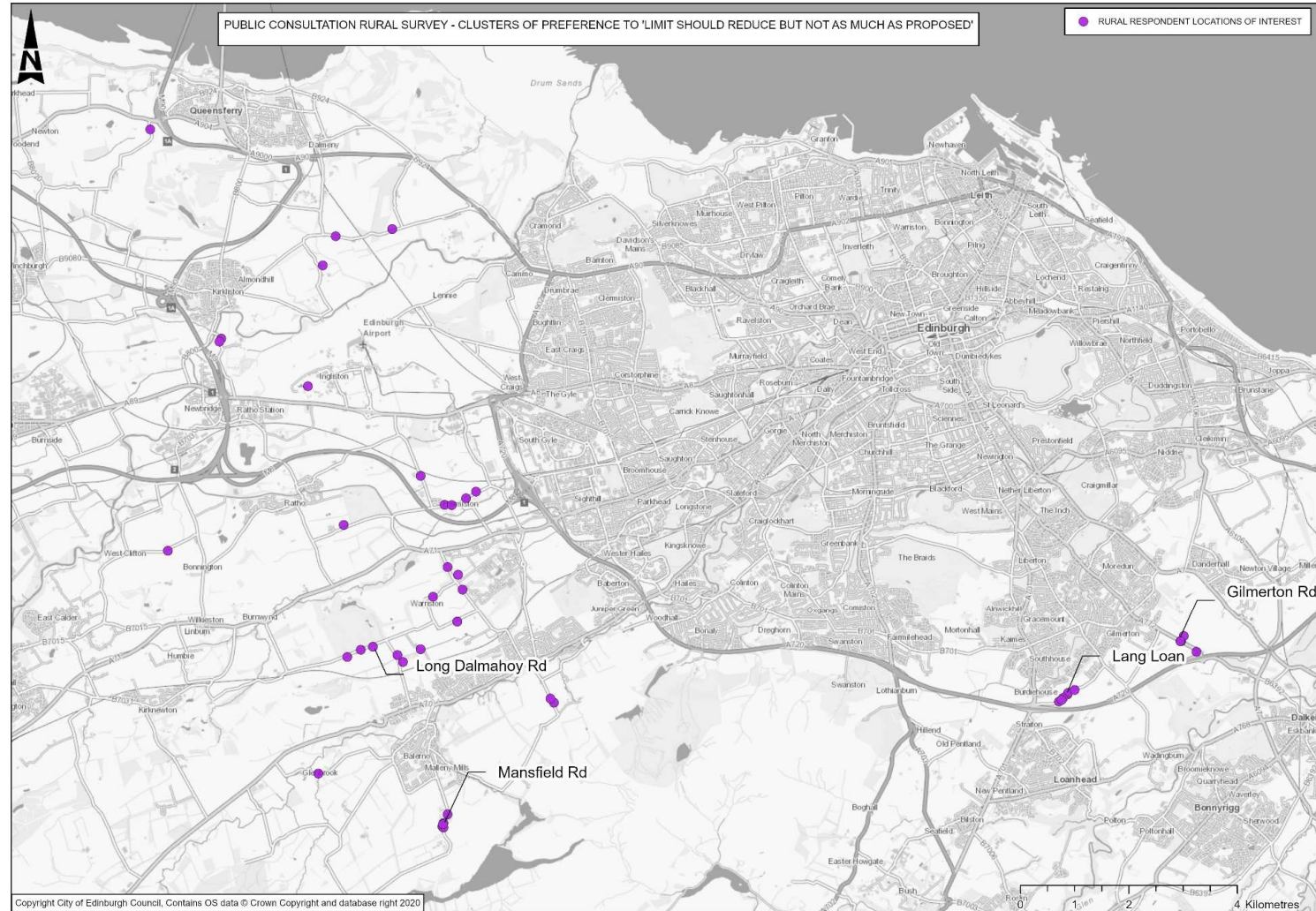
Appendix Q: Map showing responses 'I think the limit should stay as it is now' (Rural Public Consultation)

Page 739

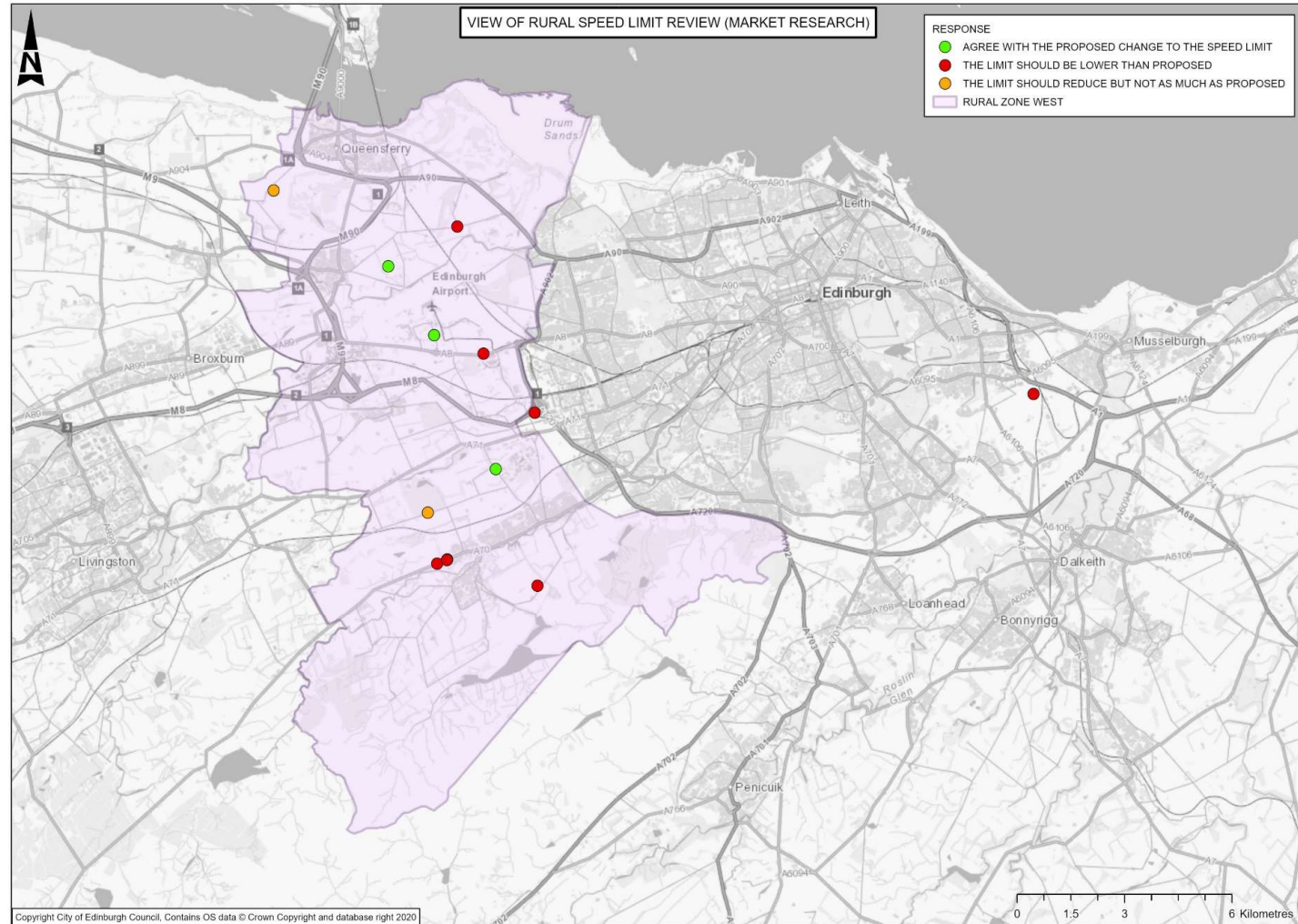


Appendix R: Map showing responses 'Limit should reduce but not as much as proposed' (Rural Public Consultation)

Page 740



Appendix S: Map showing feedback on the rural roads (Market Research Survey)



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Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Heart of Midlothian Football Club

Executive/routine
Wards

Routine
7 – Sighthill/Gorgie

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note this update on Heart of Midlothian Football Club's plans to celebrate its 150th anniversary in 2024.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Heart of Midlothian Football Club

2. Executive Summary

- 2.1 This report responds to the adjusted motion, approved by the Council on 31 August 2023 on Heart of Midlothian Football Club's 150th anniversary year.

3. Background

- 3.1 On 31 August 2023, the Council approved the following adjusted motion by Councillor Day:
- 3.1.1 To celebrate the 150th anniversary of Heart of Midlothian Football Club in 2024;
 - 3.1.2 To acknowledge the huge impact Heart of Midlothian Football Club have made to sport in the city and across the whole country, as the largest fanowned club in the UK;
 - 3.1.3 To note the positive economic impact the club provided for the city and the extensive charitable endeavours it undertook including the Foundation of Hearts not for profit organisation, the Big Hearts Community Trust and the Hearts Memorial Garden, which offered a peaceful, contemplative space in which to remember those who had passed on;
 - 3.1.4 To note that it was hoped that the Maroon Mile would be funded by a Heritage Lottery Fund and would highlight the local social, economic, and sporting histories which were intertwined in the area;
 - 3.1.5 To agree that Council officers work with officials from Heart of Midlothian Football Club to celebrate the 'Maroon Mile' which runs from the iconic war memorial at Haymarket to Tynecastle Park and arrange a programme of engagement and activities in recognition of this milestone, including opportunities for people to develop traditional and digital skills, and an oral history project to capture the intangible heritage of Gorgie and Dalry;
 - 3.1.6 To call for a report to the Transport and Environment Committee in one cycle to provide a detailed breakdown of this engagement and also how the Maroon Mile could integrate with and complement the work of the Gorgie

Dalry 20 Minute Neighbourhood project and foster inclusion within the Gorgie Dalry community of marginalised groups; and

- 3.1.7 The report should provide detail on works surrounding the Heart of Midlothian War Memorial at Haymarket, including any barriers to the works being completed in time for this year's Haymarket Remembrance Service, with input from planning officers if required.

4. Main report

Haymarket Monument Refurbishment Project

- 4.1 Plans for the refurbishment of the Haymarket Memorial have been prepared by Heart of Midlothian Football Club.
- 4.2 Following discussions between Council officers and representatives of Heart of Midlothian Football Club, agreement in principle has been granted to proceed with the refurbishment plans.
- 4.3 Since the original approval was given, there have been some changes to the design. These are being progressed as non-material variations and the Football Club are currently preparing the necessary documentation to enable this to proceed.
- 4.4 Council officers will continue to work with the Football Club to support the completion of the refurbishment in time for this year's Haymarket Remembrance Service.

Heart of Midlothian 150th Anniversary Celebrations

- 4.5 Council officers and representatives of Heart of Midlothian Football Club have also been engaging on the Club's 150th anniversary Celebration Plans and have agreed to align plans for these plans with the 20 minute neighbourhood activities in the area where possible.
- 4.6 Integrated within the Club's plans are a number of outreach activities in the local area to encourage participation in the upcoming events. The 20 minute neighbourhood team will continue with community engagement in the area in autumn and winter this year. Information gathered from both activities will be shared, where appropriate.
- 4.7 The Football Club have submitted a National Lottery Heritage Fund expression of interest with a request for funding to support delivery of their plans.
- 4.8 The Club hope to begin their project in January 2024.
- 4.9 Council officers will continue to liaise with the Football Club and will provide support for their plans, as appropriate.

5. Next Steps

- 5.1 The Council will continue to support Heart of Midlothian Football Club on the refurbishment of the Haymarket Memorial and on planning for their 150th anniversary in 2024.

6. Financial impact

- 6.1 There are no financial implications for the Council arising from the activities which the Council is doing to support Heart of Midlothian Football Club, beyond officer time.
- 6.2 The Club have expressed interest in National Heritage Lottery Funding to support implementation of their plans. Council officers will continue to engage with them and to provide support if required. Council officers have provided a letter of support to strengthen Hearts' funding application.

7. Equality and Poverty Impact

- 7.1 There are no Equality or Poverty Impacts arising from the update provided in this report.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 There are no environmental impact arising from this update.

9. Risk, policy, compliance, governance and community impact

- 9.1 Heart of Midlothian Football Club are planning community outreach activities as part of their 150th anniversary plans.

10. Background reading/external references

- 10.1 None.

11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Incorrect Parking on the Tram Route

Executive/routine
Wards

Routine
1 - Almond, 3 – Drum Brae/Gyle, 6 –
Corstorphine/Murrayfield, 11 – City Centre, 12 – Leith
Walk, 13 - Leith

1. Recommendations

- 1.1 It is recommended that Committee;
 - 1.1.1 Notes the contents of this report;
 - 1.1.2 Notes that officers will continue to investigate cost effective solutions for removing vehicles from the tram route; and
 - 1.1.3 Discharges the motion by Councillor Rae.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

E-mail: gavin.brown@edinburgh.gov.uk | Tel: 0131 469 3823

Incorrect Parking on the Tram Route

2. Executive Summary

- 2.1 This report summarises the progress made on finding a solution to remove incorrectly parked vehicles from the tram line and discharges the Motion by Councillor Rae.

3. Background

- 3.1 On 31 August 2023, the Council [approved](#) a motion by Councillor Rae on Illegal Parking Disrupting Tram Operations. The approved motion stated that the Council:
- 3.1.1 Notes that there were 22 incidents of trams being delayed by illegally or irresponsibly parked vehicles in the period 7 June to 31 July 2023, and there have been further incidents in August;
 - 3.1.2 Agrees that it unacceptable for illegally or irresponsibly parked vehicles to impede the city's public transport infrastructure, that these incidents can have a significant negative impact on the reliability and journey times of our public transport network and can bring significant inconvenience to public transport users;
 - 3.1.3 Notes that the council's removal trucks are currently unable to operate near the tram line because of the overhead power cables;
 - 3.1.4 Notes that, while the cost of a penalty charge notice (parking ticket / PCN) recently rose to £100, or £50 if paid within 14 days, that issuing a parking ticket does not remove the obstruction from the tram network;
 - 3.1.5 Notes there are numerous designs of tow trucks in use in municipalities around the world, including wheel lift, hook and chain or flatbed trucks, which do not require an overhead lift and therefore may be safely operated near overhead lines;
 - 3.1.6 Agrees that officers will urgently arrange to procure the use of one or more suitable vehicles to allow uplift of illegally or irresponsibly parked vehicles obstructing tram lines, and will ensure this service is available during tram operational hours;

- 3.1.7 Agrees that consideration will be given to additional measures to address the problem, including, but not limited to, consideration of:
- a) Installation of physical barriers, such as bollards, correctly installed Sheffield cycle stands or planters at the worst-affected areas to prevent parking outside of a designated parking bay;
 - b) Increased use of parking attendants along the tram route, including travelling on trams, to facilitate enforcement;
 - c) Streamlined processes to allow members of the public to report potential breaches, and for this information to be passed timeously to parking attendants to allow enforcement;
 - d) Streamlined processes to allow photos and videos submitted by members of the public to be used in enforcement;
- 3.1.8 Agrees that Transport spokespeople and Leith and Leith Walk councillors will be offered a briefing from parking officers within the next month outlining progress to resolve this issue;
- 3.1.9 Agrees to receive a report to the next meeting of Transport and Environment Committee outlining progress to resolve this issue, and considering all the proposals outlined at paragraph 3.1.7 above, and considering whether the council's Parking Enforcement Protocol needs to be further updated to address this issue; and
- 3.1.10 Agrees the Transport Convenor will write to Scottish Ministers requesting that powers to set penalty charge notices, powers to use CCTV installed on trams for enforcement, and powers to allow local authorities to use mobile phone footage submitted by the public for enforcement, should all be devolved to local authorities.”

4. Main report

- 4.1 A number of points raised in the motion were addressed in the Trams to Newhaven Update submitted in the [Business Bulletin](#) to the Transport and Environment Committee on 14 September 2023.
- 4.2 Many of the incidents delaying the tram are the result of inconsiderately parked vehicles protruding from layby parking and loading places, such as on Constitution Street.
- 4.3 To facilitate a rapid response to such incidents, improved communication and escalation processes have been put in place between relevant teams.
- 4.4 As stated in the Business Bulletin update, very few parking tickets are actually issued as drivers are generally very quick to move their vehicle.
- 4.5 However, in cases where parking tickets are issued and a vehicle needs to be removed, the Council's current fleet of removal trucks are unable to remove

incorrectly parked vehicles from the tram route where there is a danger that cranes may come close to the tram's overhead power cables during the lifting process.

- 4.6 In such cases, the Council has the option of utilising external contractors to move vehicles from the tram route (such as the removal contractor that the Council had on standby during the tram testing phases). However, whilst such provisions are currently in place, the response times for such contractors are generally slow and dependent on the availability of resources when not covered by costly standby arrangements.
- 4.7 Benchmarking with other Council's in the UK has identified various potential removal solutions, all of which are detailed further in Appendix 1.
- 4.8 It should be noted that some options in Appendix 1 do not appear to be economically beneficial to explore any further.
- 4.9 Officers have identified a further option which side lifts vehicles. This type of vehicle is predominantly utilised in mainland Europe. Officers will continue to investigate this option and ascertain if it is compliant for use in the UK and what the associated costs may be.
- 4.10 Whilst it is clearly unacceptable for vehicles to block the tram route, there are few safe options available to ensure that vehicles can be swiftly removed from the tram route at a reasonable cost, without safety hazards, risking further damage or liability or creating additional problems that may further delay the Tram.
- 4.11 Currently the most cost efficient and proportionate option available to the Council to facilitate a removal or a potential repositioning from the tram route would be utilising wheel skates.
- 4.12 This approach involves attaching wheel skates or dolly wheels to each wheel of the incorrectly parked vehicle so that it can be pushed out of the parking place and relocated to another area for it to be loaded or lifted onto a removal vehicle.
- 4.13 Should the offending vehicle be parked poorly outwith the confines of a designated parking place it is considered that a more efficient approach may be to utilise the wheel skates to push the vehicle into the available space if it was possible and safe. Officers will work with the enforcement contractor to develop a protocol for such action if it is considered appropriate.
- 4.14 There are limitations with this approach because it can be time consuming to deploy the equipment and attach the wheel skates to the vehicle. It is also a labour-intensive manual process to push the vehicle by hand, body work can be damaged if pushed in the wrong place and it can be difficult to control a vehicle when moving it, particularly where the road surface is not flat or in good condition.
- 4.15 However, the Council have the relevant equipment and will continue to work with Tram colleagues to further consider the suitability of utilising this method and if appropriate develop training and necessary safety certification.
- 4.16 Officers will continue to explore all options and identify if any other cost-effective measures can be introduced during the final year of the Council's current contract

for the Provision of Decriminalised Traffic and Parking Services, which expires in September 2024.

- 4.17 The Council's specification for the next contract is currently being finalised and all potential future suppliers will be asked to outline how they propose to manage vehicle removals from the tram route as part of their tender bid.
- 4.18 As noted in the Business Bulletin update in September, the Council has recently increased the frequency of Parking Attendants patrolling the tram route and also have arrangements in place with Lothian Buses and Edinburgh Trams for Parking Attendants to travel on buses and trams to rapidly attend and deter incorrect parking.
- 4.19 An online form is in place so that incorrect parking can be easily reported by the public, with such information being sent directly to the Council's enforcement contractor for attention.
- 4.20 Members of the public can continue to report incorrectly parked vehicles through the Council's website and through other established contact channels. The Council welcome any evidence of incorrect parking submitted through these channels, but photos and videos, received from members of the public, cannot currently be used for enforcement purposes.
- 4.21 However, it should be noted that Officers will write to Transport Scotland requesting additional powers to utilise camera enforcement for some parking contraventions, including those affecting the Tram, and we will reference the possibility to utilise evidence provided by members of the public for enforcement purposes.
- 4.22 It is not considered necessary to amend the Parking Enforcement Protocol as enforcement of the Tram route is already considered a very high priority.

5. Next Steps

- 5.1 The Council will continue to investigate potential removal options and contact other tram operators to identify potential solutions that may resolve the issues included within Councillor Rae's motion.

6. Financial impact

- 6.1 There are no immediate financial impacts as a result of this report, however additional costs may be incurred should additional vehicle removal equipment be deemed necessary in the future.

7. Equality and Poverty Impact

- 7.1 There is no equality, human rights (including children's rights) or socio-economic disadvantage implications as a result of this report.

8. Climate and Nature Emergency Implications

8.1 There are no climate or nature emergency implications as a result of this report.

9. Risk, policy, compliance, governance and community impact

9.1 There are no known risk, policy, compliance, governance or community impacts arising as a result of this report.

10. Background reading/external references

10.1 None.

11. Appendices

Appendix 1 - Removing Vehicles from Tram Tracks

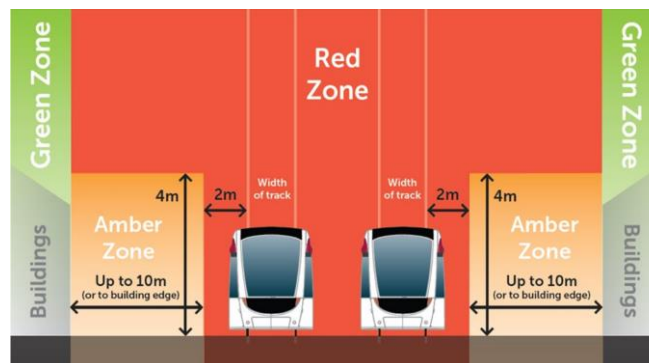
Appendix 1 - Removing Vehicles from Tram Tracks

Background

The Council's current removal vehicle fleet consists of six trucks which operate using a hydraulic crane to lift incorrectly parked vehicles onto the flatbed of the truck.

Due to the height reached by the lifting arm when removing a vehicle, between 5 and 10m, this would come too close to the overhead power cables, around 6m, to operate safely. An overhead wire does not need to be touched to cause serious injury or death as electricity can jump, or arc, across small gaps. This could cause; fire, explosions, electric shocks and/or burn injuries to anyone touching the machinery or equipment, such as operatives, or members of the public in the vicinity.

There are strict guidelines when working in the vicinity of the Tram line or when operations are likely to enter the red zone. Previously, the Tram Team has confirmed that the current removal vehicles are unsuitable for working in close proximity to the tram track and overhead power cables.



Red Zone:

Work within this zone **will require prior authorisation** and will interface with the tram network. Work may require isolation of the network.

Amber Zone:

Work within this zone **may require prior authorisation** and may interface with the ET network or pose a risk of injury or fatality to persons.

Green Zone: Work within this zone will **not normally require prior authorisation**.

Standard Conditions

Due to the nature of such removals, where vehicles are blocking the tram line, operations will encroach into the red zone where there is a greater risk of injury or fatality. In addition, as prior authorisation is required; full training requires to be undertaken in advance, HSE risk assessments and procedures need to be designed and approved plus Tram operations may also require to be suspended to isolate the network before any removal operation could commence.

Methods

There are many different vehicle removal systems in use around the world, but many are designed to assist with breakdowns or after accidents. Meaning that the driver is usually in attendance and access can be gained to the vehicle concerned to remove the handbrake or the steering lock, if required. Plus, in the case of accident recovery, removing a vehicle while avoiding any further minor bumps and scuffs is less of a concern than when relocating an incorrectly parked car in relation to damage claims.

Some of the options which are available to the Council are summarised below, with potential issues being highlighted as appropriate:

1. Winch Flatbed Truck (Hook and Chain)



While this approach avoids a crane rising too close to the overhead power cables, vehicles would likely need to be dragged out of parking places, possibly at an angle, so that the vehicle can then be winched onto the flat bed of the truck.

Dragging a vehicle at an angle is not the recommended best practice (which is a straight pull) and doing so may cause; Health and Safety issues, damage the vehicle being removed or risk it toppling over.

2. Wheel Lift



This approach generally involves a tow truck with a hydraulic rear lift that can be lowered to lift the front wheels of a vehicle off the road and tow it away.

This would avoid issues with overhead power cables, but requires access to the vehicle to remove the handbrake for safe towing. Access is also required to the vehicle as this technique may not be able to remove a car parked between other vehicles.

3. Tow Track Vehicle



A third-party supplier can provide a Tow Track vehicle which is a remotely controlled and operated hydraulic lifting system, thus personnel are not in contact with lifting equipment and at risk should there be an electrical strike. The unit runs on tracks and uses hydraulics to completely lift a vehicle just two feet off the ground, essential for the recovery of electric and automatic vehicles. Thus, it potentially could safely work under the trams overhead power cables.

However, the unit is based in Glasgow and if deployed would take approximately 90 minutes to travel to Edinburgh and possibly arrive after the vehicle in question has left the scene. The unit may not be able to deal with larger or heavier (>2.2 tons) vehicles and those parked between other vehicles, as straight access from the front or rear of the vehicle is required to successfully lift.

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